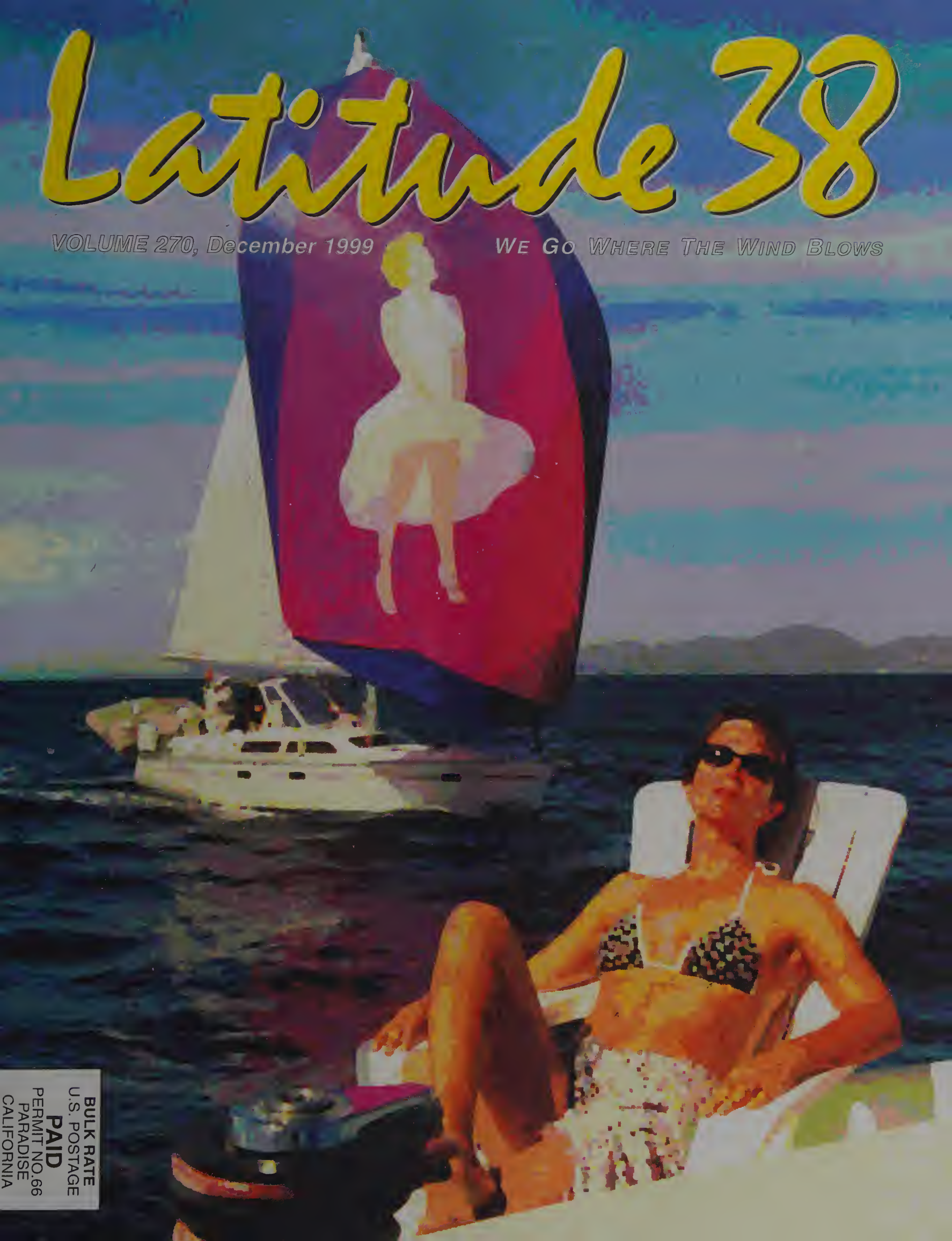


Latitude 38

VOLUME 270, December 1999

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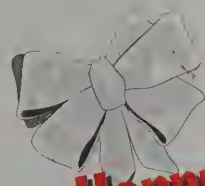
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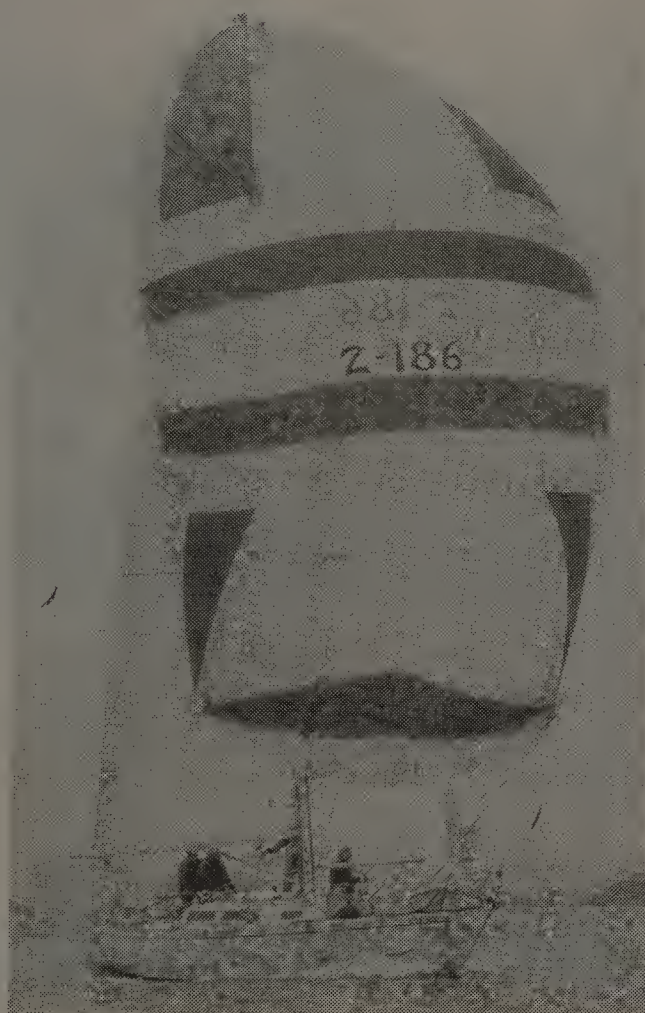
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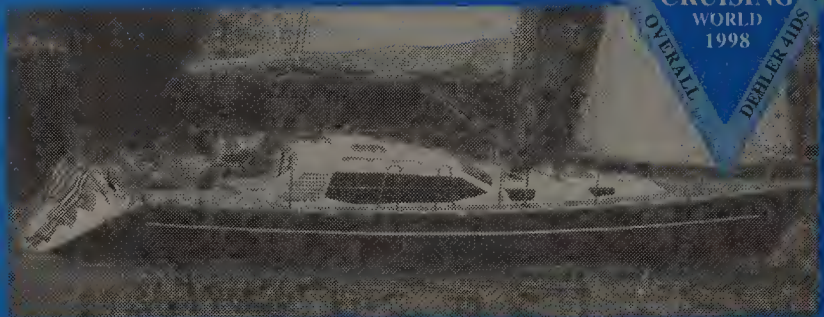
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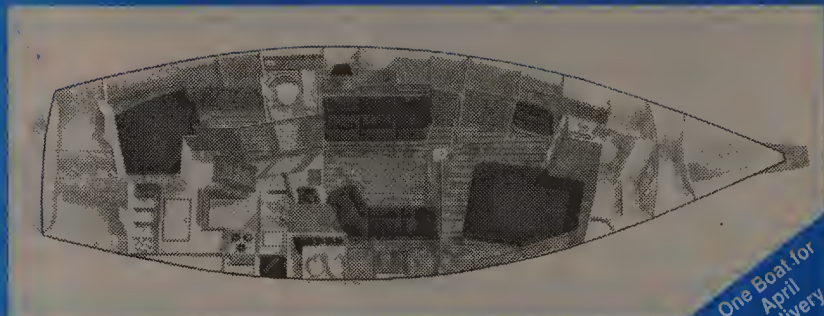
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31.7 • 311

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BEST VALUE
FULL-SIZE CRUISER

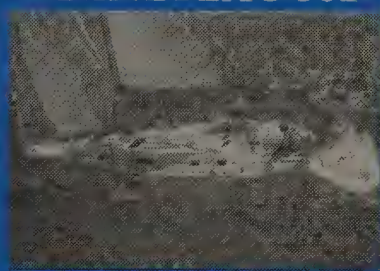
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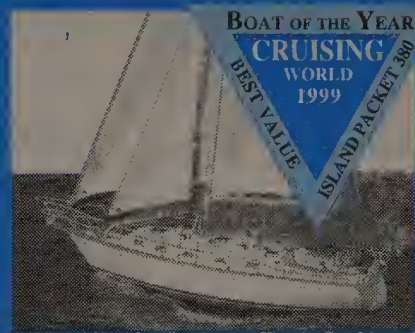


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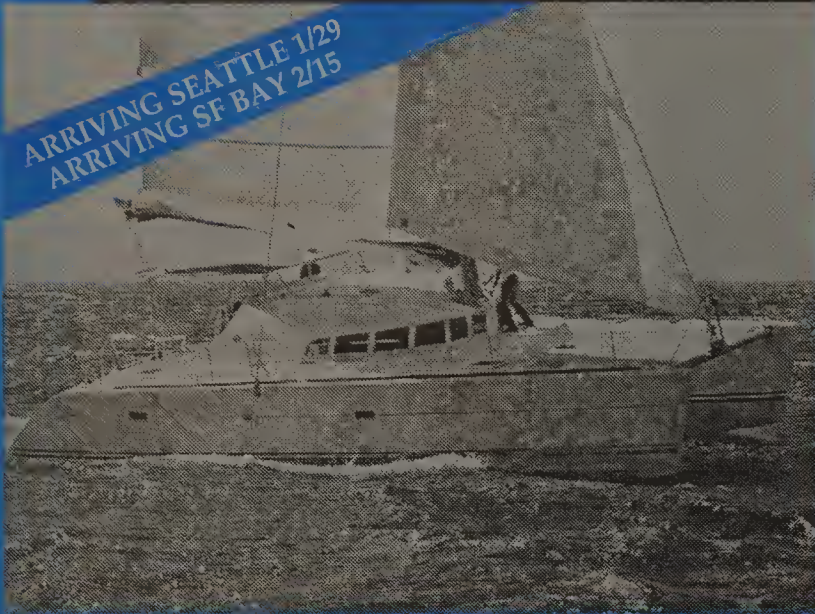
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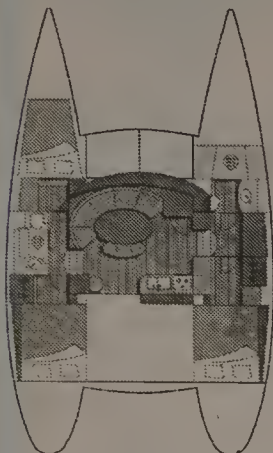
LAGOON 410, \$275,305 • LAGOON 380, \$193,881

LAGOON 410 – 40'6"x23'6"x3'10"

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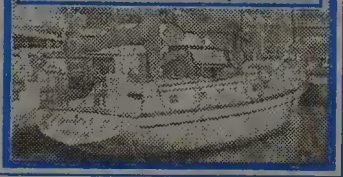
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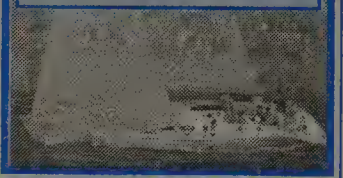
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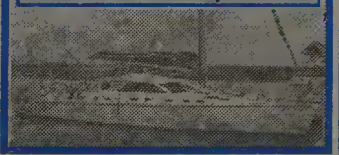
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Cover photo by Latitude 38/Rob
Marilyn and Doña, two babes, suffering through
yet another grueling Ha-Ha.

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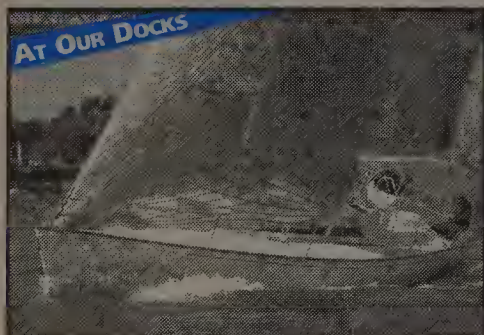
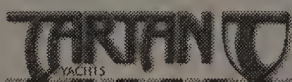
Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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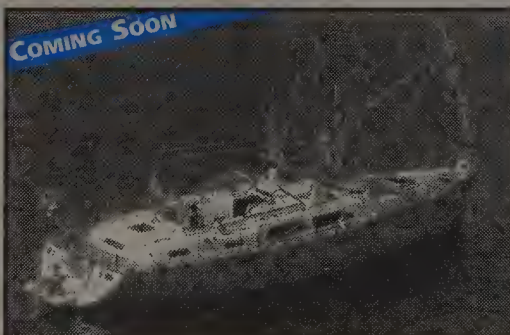


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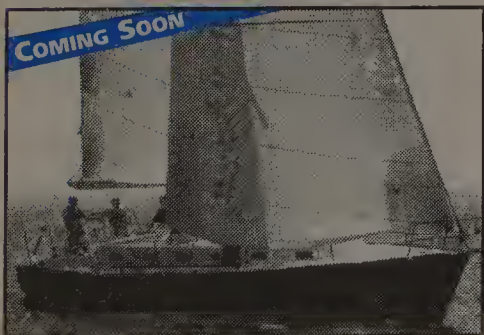
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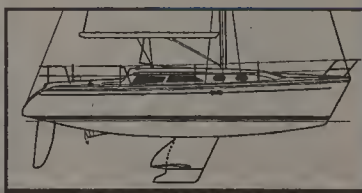
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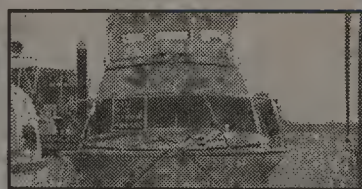
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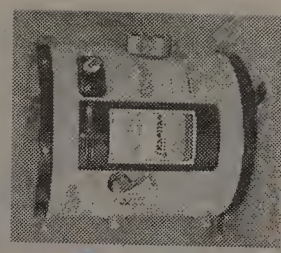
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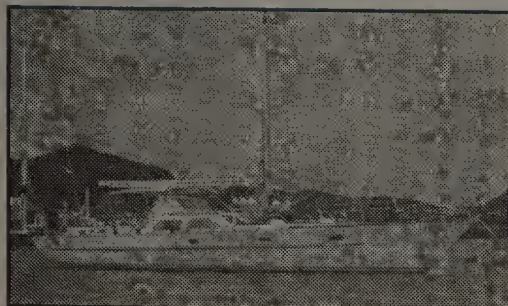
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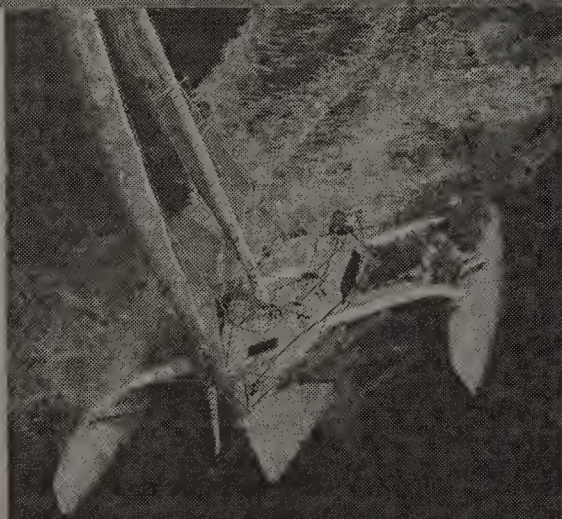
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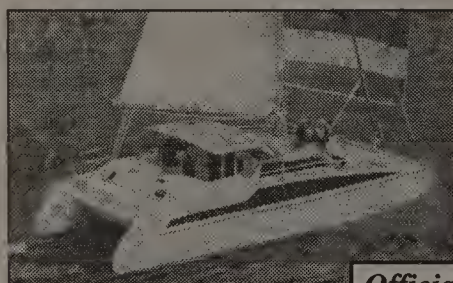
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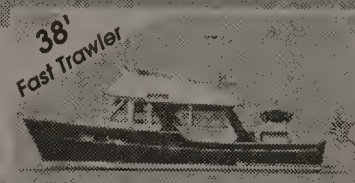
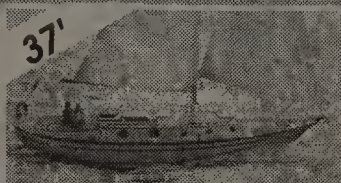
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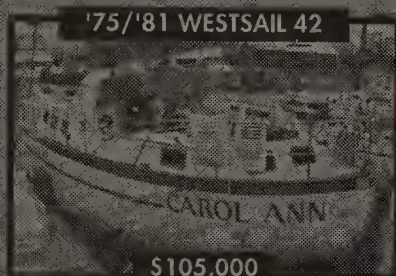
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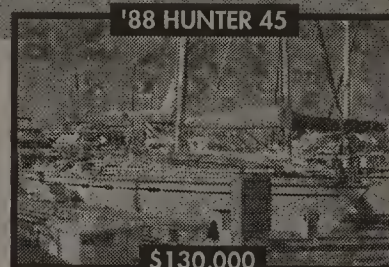
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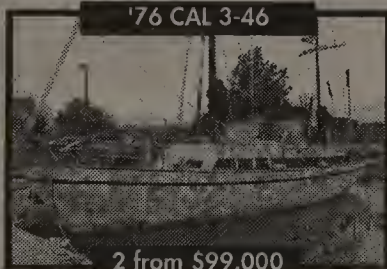
'88 HUNTER 45

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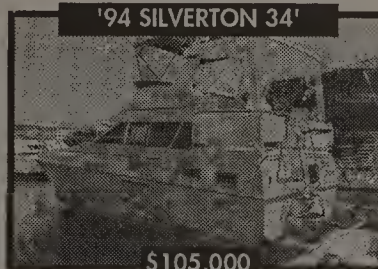
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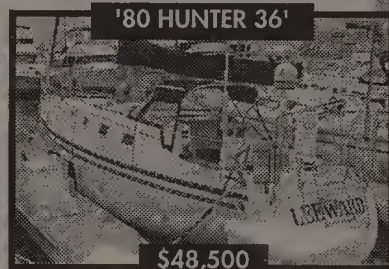
'76 CAL 3-46

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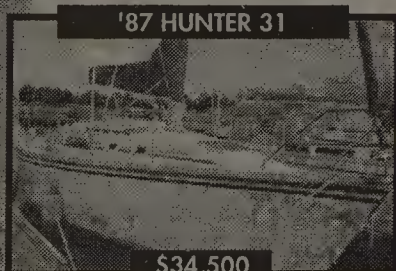
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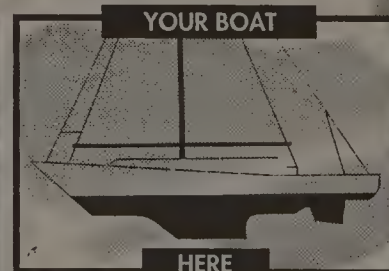


'87 HUNTER 31

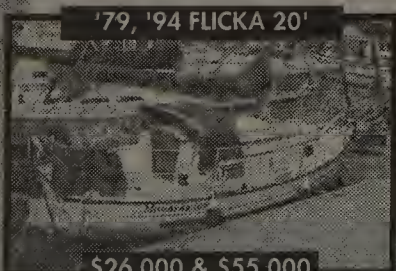
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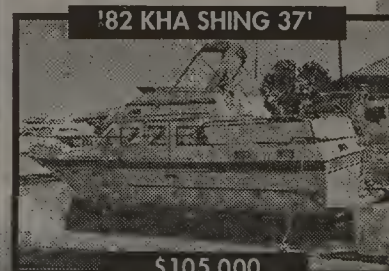
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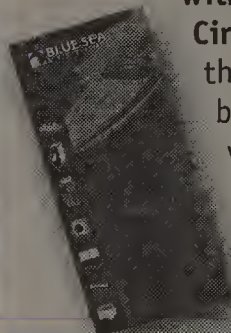
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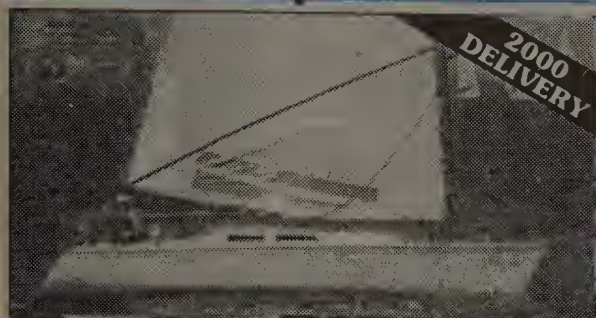
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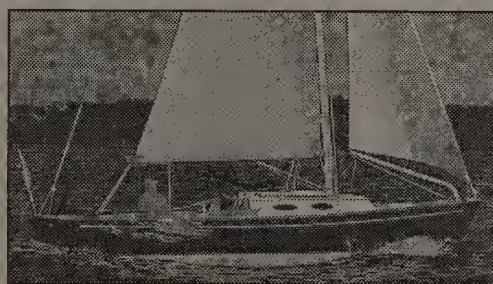
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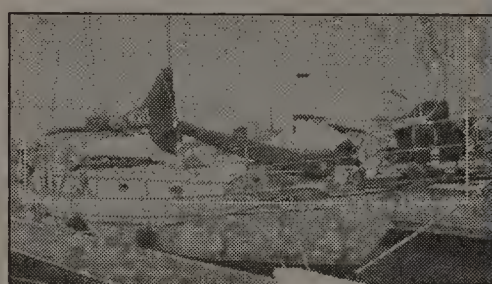
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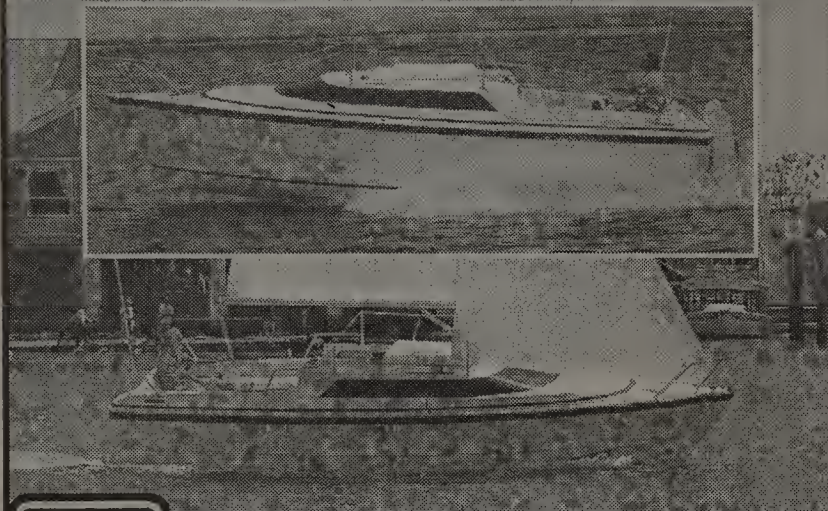
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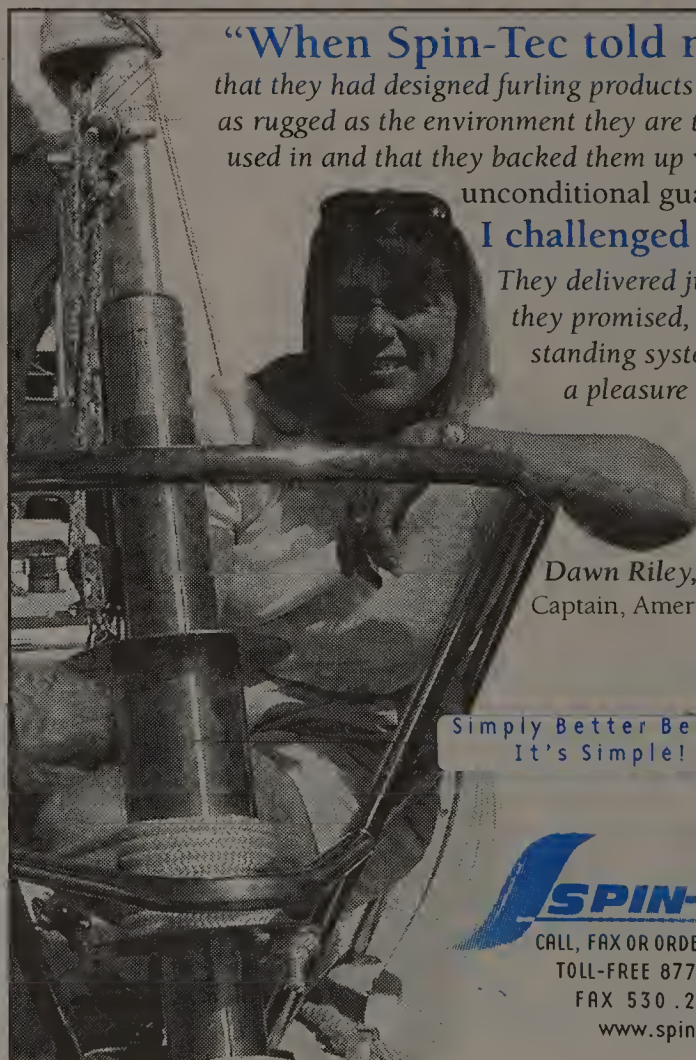
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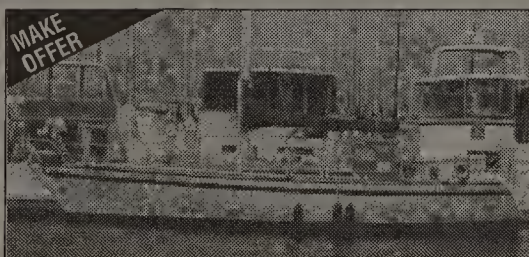
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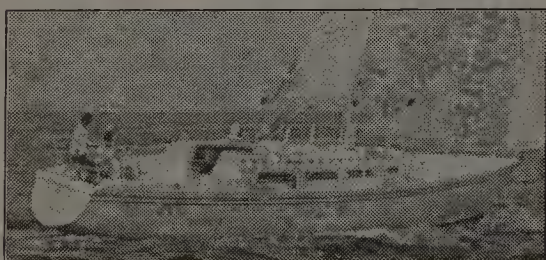
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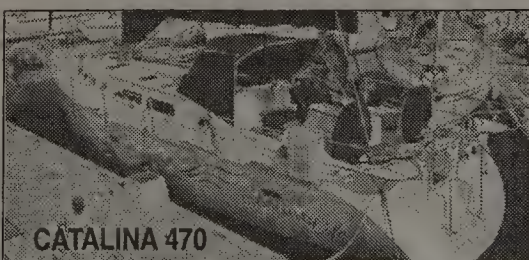
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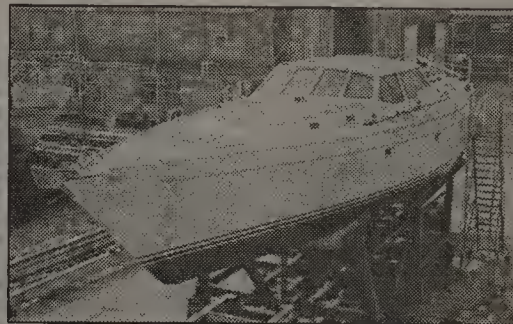
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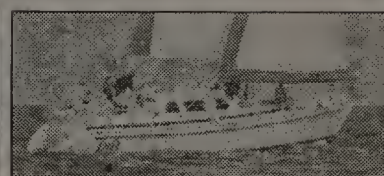


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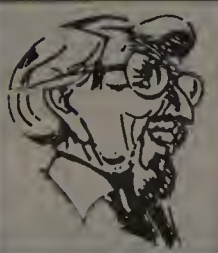
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Elegant and comfortable, this 43-foot yacht boasts uncluttered side decks, sleek coachroof, high quality fitting, quality rig and sunken cockpit well protected from spray. This is the boat for the most daring passages! Ours has teak decks, furling main and genoa, electric windlass, refrigerator, knot/depth, wind power/speed, autopilot, repeater, GPS and VHF.

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Model Year 2000 Dufour 45 Classic in Stock Now!

A cruising yacht, fast and comfortable, developed by Dufour from a J&J design. Her elegant design with a low profile coachroof, a well balanced hull, wide sidedecks which make it easy for the crew to maneuver and circulate, her ergonomic cockpit and a careful selection of high quality deck fittings and riggings...elegant! Ours has three stateroom and is ready for her new owner!

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Boat Show
Jan. 6-9



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Priority to comfort and ease of movement! The cockpit, on the same level as the salon, is sheltered from the sun and rain by an innovative cap-shaped roof extension and is accessible from the salon through two large doors. The high quality for which Dufour is known is apparent! Call for full details!

San Diego Boat Show Jan. 6-9, 2000

showing:

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Dufour 43 Center Cockpit
Dufour 45 Classic

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38' CABO RICO, '91. 50hp Universal. Autopilot, SatNav, depth, speed, radar, compass, VHF and 10 disk CD changer. Sleeps five. Ready for cruising. Nice condition. AT OUR DOCKS! \$189,000.

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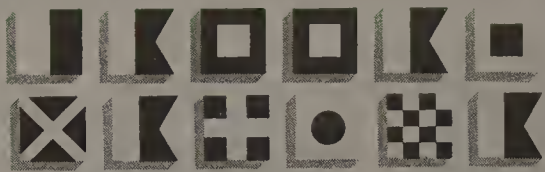
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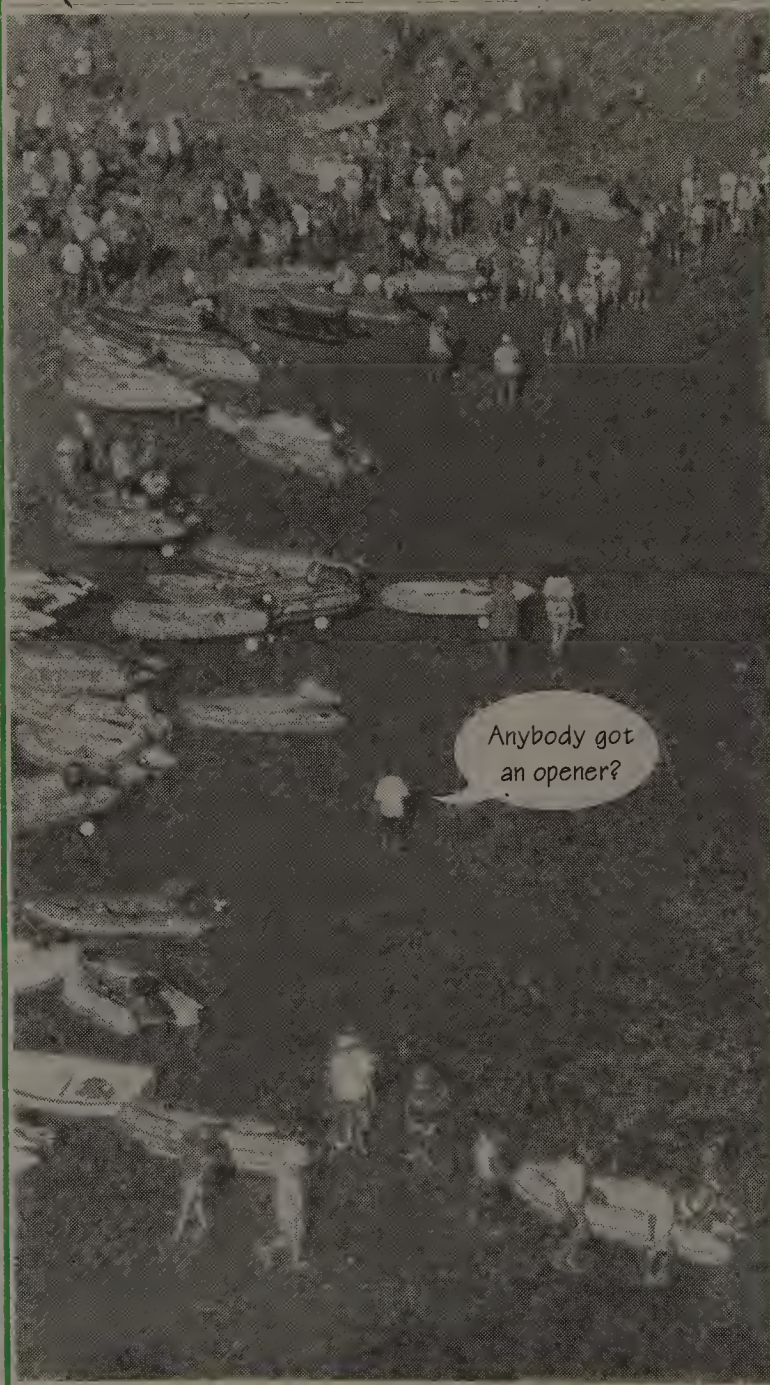
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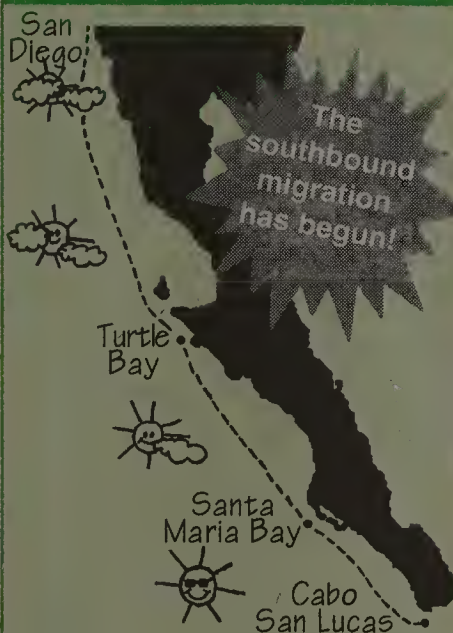
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41' ISLAND TRADER, '77	42,500	43' SOLO, NEW	CALL
41' TARTAN, new	CALL	42' GRAND BANKS, '69	2 from 100,000
41' MORGAN	99,500	42' BRISTOL, '77	124,900
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35' TARTAN, new	CALL	41' TUNG HWA, '85	105,000
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CALENDAR

Nonrace

Dec. 3-5 — Open House at Jim DeWitt's new Art Gallery (147 Point Richmond Ave., Suite F, Point Richmond), 11 a.m. to 5 p.m. Lots of Christmas gift ideas, including paintings, screen savers, T-shirts, silk ties and even gift certificates. Info, (800) 758-4291.

Dec. 4 — Sail-A-Small-Boat Day at Richmond YC. Free rides on centerboard boards between 11 a.m. and 4 p.m. Bring a PFD and a set of dry clothes. SBRA/RYC, (510) 237-2821.

Dec. 4 — Hands-on Sail Repair Class at Hogin Sails in Alameda. Call (510) 523-4388 for more info.

Dec. 4 — Small Boat Racing Association (SBRA) Awards Dinner at Richmond YC, 7 p.m. Gail Yando, (510) 232-6310.

Dec. 4 — 23rd Annual Lighted Boat Parade at Jack London Square (Oakland Estuary), 4:30 p.m. Info, (510) 834-4591.

Dec. 4 — Lighted Boat Parade in Santa Cruz, 5:30 p.m. Info, (831) 423-9680 or (831) 435-0690.

Dec. 8 — SSS TransPac Seminar #3: "Electrical Systems," free, 7:30 p.m., Oakland YC. Fred or Jean, (510) 769-8952.

Dec. 11 — Lighted Boat Parade in the Petaluma Turning Basin, 6:30 p.m. Petaluma Visitors Program, (707) 769-0429.

Dec. 11 — Lighted Boat Parade in San Leandro, 6 p.m. Free guest berthing available. San Leandro Marina, (800) 559-SAIL.

Dec. 11 — 11th Annual Sausalito Lighted Boat Parade, 6 p.m. Sponsored by the Sausalito YC and the Sausalito Chamber of Commerce. Details, 331-7204.

Dec. 11-12 — Open Boat Weekend (weather permitting) in Alameda, both at Marina Village and Ballena Isle Marina. For details, call (510) 521-0905 (Marina Village) or (510) 523-5528 (Ballena Isle).

Dec. 12 — "Made in America" Fundraiser, 5-9 p.m. at Encinal YC. See *Loose Lips*, or call Bruce Schwab at (510) 562-4466.

Dec. 12 — "Brighten the Harbor," a lighted boat parade off Monterey beginning around 5 p.m. MPYC, (831) 645-1980.

Dec. 22 — Full moon. Three shopping days left.

Dec. 25 — Merry Christmas! Ho ho ho!

Dec. 31, 1979 — It Was Twenty Years Ago Today, from a *Sightings* piece called "Minds Your A's and C's":

"Now is the time to beware. If some seedy-looking seagoing creature, most probably a powerboater, comes up to you with a sensational offer on a Loran system, you'd better be prepared to say 'no'. Or at least know your A from your C. As of December 31 of the old decade, Loran A is no longer in service on the west coast of the United States and Canada, including Alaska. So don't be a sad, sorry sucker by falling for the 'old A for C switch'.

"Loran A was put into service during the Second World War and has provided excellent service since then. So why ditch it for Loran C? Well, Loran C has better accuracy than Loran A — five miles versus one quarter mile accuracy. The other big thing in favor of Loran C is that it requires only about half the stations of Loran A, and therefore is much more economical."

Jan. 1 — Happy New Year, Feliz Año Nuevo, and Welcome to the New Millennium. Resolve to use your boat more often!

Jan. 7 — Bay Area Pacific Cup Gathering, 7 p.m. at Berkeley YC. Anyone interested in next year's West Marine Pacific Cup is invited. Free food, too. Chuck Cunningham, (831) 476-7498.

Jan. 14-23 — 58th Sports & Boat Show at the Cow Palace. Info, 931-2500.

Jan. 20-23 — Sail Expo at Atlantic City, the largest all-in-door sailboat show on the East Coast. Sail America, (401) 841-0900.

Jan. 29 — Pacific Cup Seminar #1: "Boat Preparation and Systems", 9 a.m. to 5 p.m. at the Berkeley YC. Price TBD. Chuck Cunningham, (831) 476-7498.

Yacht to the City

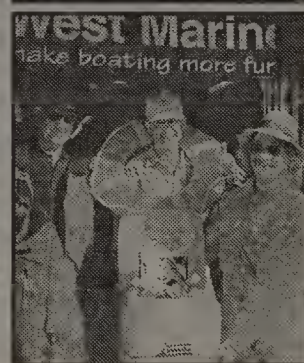
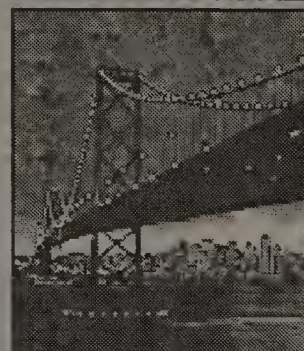
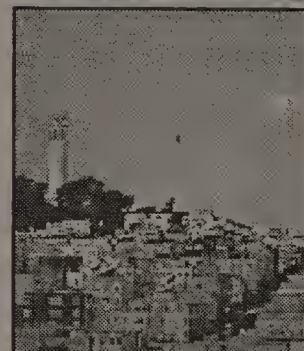
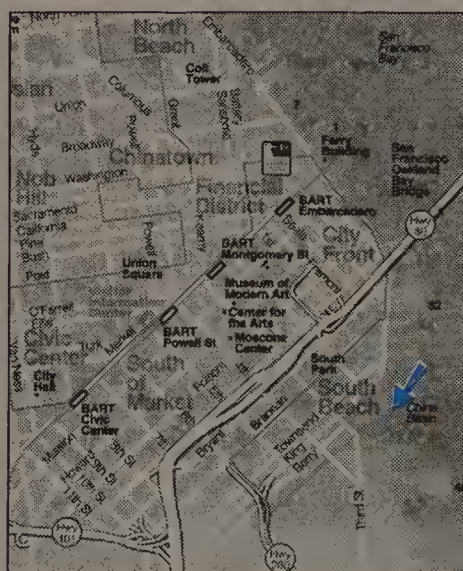
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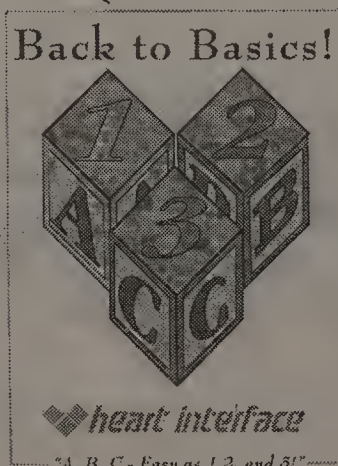
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CALENDAR

Racing

Dec. 2 — Louis Vuitton Cup, Round III. The six A-Cup challengers left after this final round robin (likely *Prada*, *AmericaOne*, *Young America*, *America True*, *Nippon*, *Team DC*) will advance to the semi-finals in January.

Dec. 3, 1989 — Ten Years After, from a *Racing Sheet* report by John Jourdan about the third leg of the Whitbread Race:

"From Fremantle, Australia, to Auckland, New Zealand, it was a 3,500-mile match race between the two Kiwi ketches, *Steinlager 2* and *Fisher & Paykel*. We were rarely out of sight of each other during the 13-day race. We would come on deck in the morning and there *Steinlager* was, either ahead or astern, on the horizon or several boatlengths away. The winner wasn't decided until the very end, when *Steinlager* reduced sail in a vicious line squall just 15 miles from the finish. On *Fisher & Paykel*, we tried to carry too much sail for too long and were laid flat by the wind. By the time we sorted out the sails on *F&P*, *Steinlager* had sailed away to a six-minute win.

"They deserved to win. *Steinlager* was more cautious and a little smarter, while we pushed too hard, carrying a full-sized spinnaker, full main, full mizzen and our biggest mizzen genniker — all the while thinking we could handle it. It was another lesson from *Steinlager*'s skipper, Peter Blake: never take the power of Mother Nature for granted.

"Meanwhile, *Merit* and *Rothmans* had their own battle going on for third. The lead changed several times during the leg, but this time *Merit* prevailed after *Rothmans* broke their mainsail headboard in the same squall near the finish line, forcing them to drop sail for repairs. *The Card*, the Swedish Farr ketch, sailed brilliantly between Tasmania and Auckland, maneuvering themselves from fourteenth to fifth at the finish.

"The race started on December 23, and the first half — the part from Fremantle to Tasmania — was very fast, courtesy of 25 to 40 knot winds on the beam or aft. We covered 1,700 miles in five and a half days, averaging over 300 miles a day all the way. It was also really wet, with constant spray and waves breaking over the deck. In perfect Murphy's Law fashion, the heater in our drying locker packed up, so our foul weather gear was wet for the whole first week. Getting out of a warm bunk to stand the midnight-to-four watch is bad enough, but having to climb into cold, soggy gear and then go out on deck when you're down at 43° South — well, that's not much fun."

Jan. 1 — Master Mariners New Year's Day Race, followed by a raft-up and party at Bay View BC. Robert Briscoe, 364-1656.

Jan. 17-21 — GMC Yukon Yachting Key West Race Week, the lucky 13th edition of this now-classic series. Last year, a record 273 boats competed, representing 33 states and 17 countries. Organizers expect 30 Farr 40s this year, as well as 22 One Design 35s. Check www.yachtingnet.com, or call event director Peter Craig, (781) 639-9545.

Jan. 25-29 — 11th Annual Miami Olympic Classes Regatta, with competition for the nine Olympic classes. US Sailing, (401) 683-0800.

Jan. 29 — SSS Three Bridge Fiasco — the name says it all! Pat Broderick, (707) 528-2109.

Feb. 15-19 — San Diego to Puerto Vallarta International Yacht Race, with starts for cruisers (Feb. 15), small PHRF (Feb. 16), large PHRF (Feb. 18), and ULDB 70s and turbos (Feb. 19). San Diego YC, (619) 221-8400.

Feb. 27-Mar. 3 — MEXORC, expanded to eight races/one layday. Great parties, too! Frank Whitton, (619) 226-8033.

Feb. 29-Mar. 5 — Acura SORC, the 59th edition of this classic Miami, Florida, midwinter series. Info, (306) 673-6000.

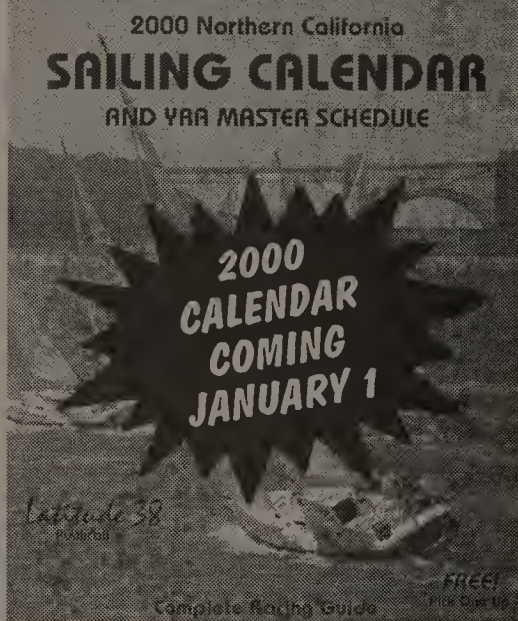
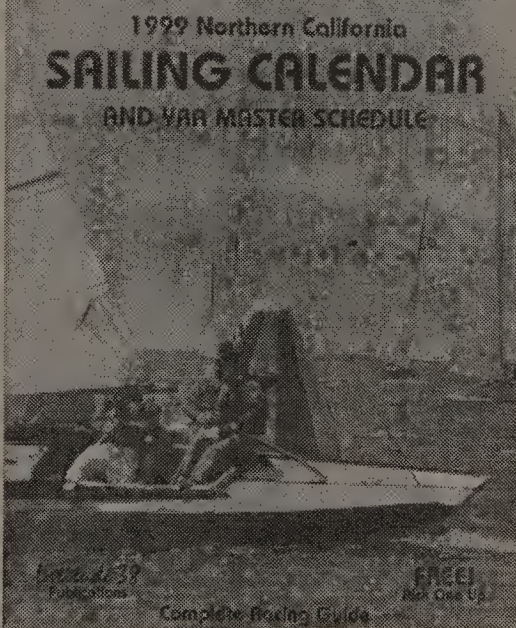
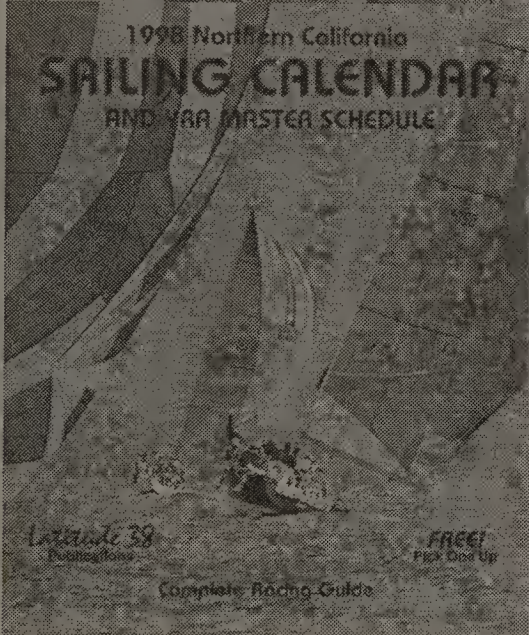
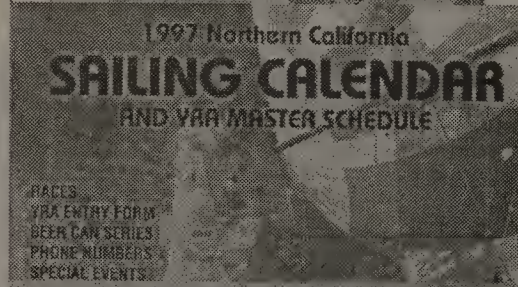
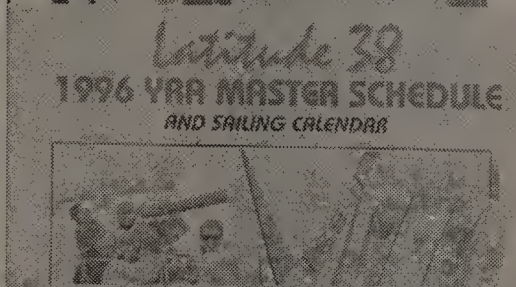
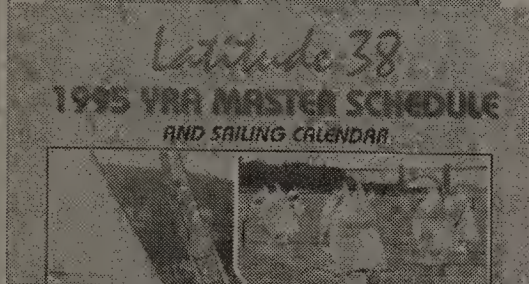
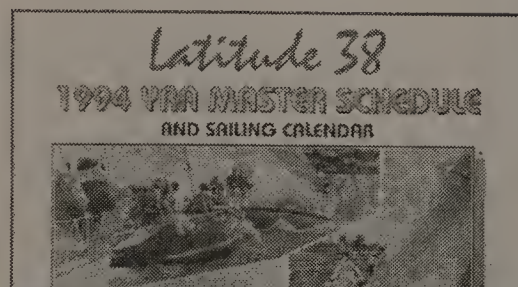
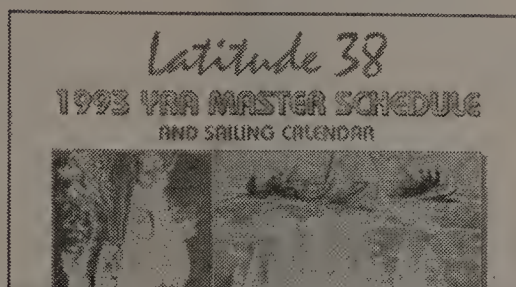
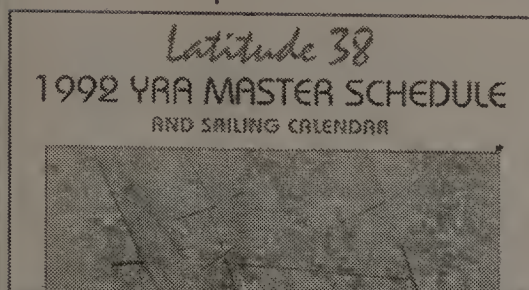
Mar. 11-12 — Big Daddy Regatta. RYC, (510) 237-2821.

July 31-Aug. 9 — Kenwood Cup: eight buoy races off Honolulu, a 55-miler and the 148-mile Molokai Race. RHORC; Ken

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The year 2000 calendar, available at many of Northern California's marine outlets on January 1, has all the information:

**Fleet Schedule • Courses • Entry Form • Weekend Currents • Beer Can Schedule • Flags
Associations and Phone Numbers • Required Equipment • Rules • Committee Lists
Sponsoring Clubs • Sailing Instructions • Websites**

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Pick it up early and plan for fun!



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YEAR 2000 YRA Entry Form

This form must be completed for any yacht intending to sail in any YRA qualifying race during year 2000. A YRA ASSOCIATE MEMBERSHIP IS REQUIRED FOR ENTRY.

Your Name _____

Address _____

City _____ State _____ Zip _____

Phone: Home _____ Office _____

Fax _____ Email _____

YRA Associate Member Yes No

US Sailing Member Yes No

US Sailing Number _____

Yacht Club _____

Need Race Results Mailed yes No

Yacht Name _____

Class/Model _____ Sail # _____

YRA Associate Membership (Exclude if already paid with Year 2000 PHRF) \$35.00

SUMMER SERIES

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Wooden Boat Racing Association (WBRA)	\$145	(USSail.Member fee included)	_____
Handicap Division Association (HDA)	\$145	(\$160 Non-US Sailing Mbr.)	_____
Ocean Yacht Racing Association OYRA)	\$150	(\$160 Non-US Sailing Mbr.)	_____

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Vallejo - May 6, 7, 2000	\$50	(\$55 Non-USSailing Mbr.)	_____
Encinal - Jul 29, 30, 2000	\$50	(\$55 Non-USSailing Mbr.)	_____
Any single ocean Race	\$50	(\$55 Non-USSailing Mbr.)	_____

Name of race requested _____

TOTAL _____

YRA Administrative Membership (For YRA Certified Race Officers and Candidates \$15.00 who are not currently racing members of YRA.)

RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RACE

A \$35 LATE FEE MUST ACCOMPANY ANY APPLICATION RECEIVED AFTER MONDAY AT 5PM BUT BEFORE 5PM WEDNESDAY PRECEDING THE RACE. No Applications will be accepted after 5PM on WEDNESDAY preceding the race.

In consideration of being admitted to membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by the rules of the United States Sailing Association and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment Requirements. I agree to hold harmless the officers, agents and employees of the YRA, and its member Associations in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: _____ Date: _____

Make check payable to: Yacht Racing Association

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PHRF Certificate file date _____

Date received _____

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Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 12/12, 1/9, 2/13, 3/19. ML Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: 12/4, 12/18, 12/25 (hal), 1/1, 1/15, 1/22, 1/29, etc. Paul Kamen, (510) 540-7968.

BERKELEY/MYCO — 12/11-12, 1/8-9, 2/12-13, 2/27. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2000: 1/15-16, 2/19-20. CYC, 435-4771.

ENCINAL YC — Jack Frost Series (format change): 1/15, 2/19, 3/18-19. Mike Rettie, (510) 522-1807.

GOLDEN GATE YC — 29th Seaweed Soup Series: 12/4, 1/2, 2/5, 3/4. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/11, 1/8, 2/12, 3/12. Duncan Carter, (925) 945-6223.

OAKLAND YC — Brunch Series: 1/2, 1/16, 2/6, 2/20, 3/5. Bob Donovan, (925) 934-7848.

RICHMOND YC — Small Boat Midwinters: 12/5, 1/9, 2/6, 3/5. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 12/18, 1/15, 2/19, 3/18. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 12/5, 1/9, 2/6, 3/5. Frank Drouillard, 898-6500.

SHORELINE LASER FLEET — Mountain View Midwinters: 12/12, 1/9, 2/13. Roger, (408) 249-5053.

SOUTH BAY YRA — Winter Series: 11/20, 12/18, 1/8, 2/12. Bob Carlen, (831) 336-2672.

SOUTH BEACH YC — Midwinters: 12/11, 1/8, 2/12, 3/11. Mark Hecht, (650) 341-6449.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

December Weekend Currents

date/day	slack	max	slack	max
12/04Sat		0126/2.5E	0447	0748/3.0F
	1037	1348/4.0E	1739	2044/3.3F
	2339			
12/05Sun		0211/2.4E	0531	0825/2.8F
	1114	1423/4.2E	1820	2126/3.4F
12/11Sat		0032/3.2F	0407	0611/1.9E
	0923	1209/1.9F	1444	1817/4.1E
	2211			
12/12Sun		0114/3.1F	0451	0657/1.9E
	1013	1257/1.7F	1528	1903/3.9E
	2253			
12/18Sat	0259	0605/3.2F	0912	1213/4.2E
	1610	1858/3.1F	2209	
12/19Sun		0035/2.9E	0352	0654/3.3F
	0955	1304/4.9E	1700	1955/3.7F
	2311			
12/25Sat		0015/4.5F	0342	0557/2.7E
	0912	1159/2.9F	1447	1806/5.3E
	2203			
12/26Sun		0108/4.2F	0434	0651/2.7E
	1016	1257/2.7F	1546	1859/4.7E
	2256			

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Ready to go.



EXPRESS 37, '86, First Class
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CUSTOM SCHUMACHER 54, '96, Swiftsure II
3-time Big Boat winner, fully equipped for local or offshore racing, immaculately maintained. Quantum sail inventory.



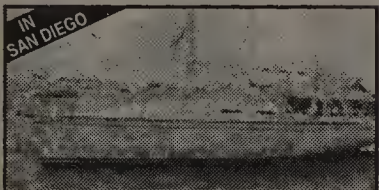
BENETEAU FIRST 36s7, '97, Coax Well engineered, dual purpose sailboat equally suited to family cruising or club racing. Don't miss this opportunity.



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SCHOCK 35, '86, Reflex
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CATALINA 36 MkII, '97, Linda May
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NELSON MAREK 30, '94, Invincible
Winner of '99 Cal Race Week, North Sails Race Week, The Volvo Inshore Championship. A serious race boat.



CATALINA 42, '89, Dare End Go
Popular tri-cabin layout, knot, depth, GPS, CD, fridge, inverter, prof. maintained, new bottom & int. cushions.



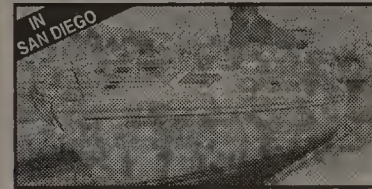
J/120, '94, Eileen
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53' J/160, '97, Bushwacker*	670,000
42' Catalina, '89, Dare End Go	New Listing 98,500
40' J/120, '94, Eileen*	218,000
40' Santa Cruz, '83, Defiance	92,000
38' Island Packet, '90, Plan B	160,000
37' Express, '86, First Class	77,500
36' Beneteau First 36s7, '96, Coax	109,500
36' Beneteau First 36s7, '97	Pending 119,000
36' Catalina MkII, '97, Linda May*	97,000
36' Catalina, '92, Arazl*	New Listing 59,000
35' J/35, '90, Rag Tag*	Reduced 74,900
35' J/35, '93, Rapture**	84,500

35' J/35, '88, Terraphobia	Pending 77,000
35' J/35, '88, Gambit*	69,500
35' J/105, '99, Grace Dances*	New Listing 140,000
35' J/105, '92, Merlin	SOLD 97,500
35' J/105, '92, Speedwell	97,500
35' Santana, '80, Swell Dancer	32,000
35' Schock, '86, Reflex*	51,000
33' J/33, '88, Troubador	54,000
33' Soverel, '87, Grand Jefe	36,000
33' Farr, '84, Farr Out	44,500
32' J/32, '97, Rag Top	138,000
30' Nelson/Marek, '94, Invincible*	78,500
30' Henderson, '98, Dog House*	83,900

30' Islander MkII, '85, Sea Hawk*	SOLD 31,000
27' CF, '78, Midnight Express*	17,900
27' J/27, '85, Shadow*	17,500
26' J/80, '94, Next Week	28,000
26' Capo, '85, Amorous*	30,000
25' B25, '92, Bloodvessel	17,500
24' J/24, '83, Electra	15,000
24' Melges, '94, Yee Ha, w/trailer	23,900

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* Indicates Southern California Boats
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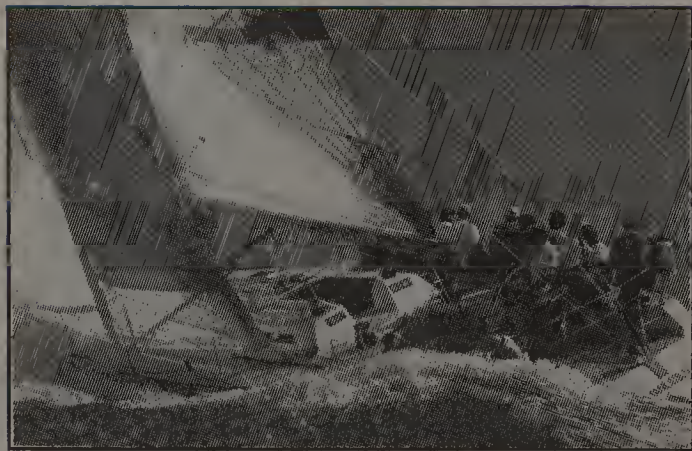
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LETTERS

THE REAL SHOCKER

Check your life raft!

In August of 1995, after much research, we purchased a Givens 8-man life raft. As a retired public safety officer, I felt that the Givens would meet our needs. Along with the raft, we purchased a Survivor 06 watermaker and Mini-B EPIRB to be packed into the raft.

As we're preparing to make the South Pacific run in the near future, last June we brought the life raft up from Mazatlan to have it checked and recertified at an authorized Givens servicing station in San Diego. We told Oceans West, the servicing agency, that we wanted to be there when it was deployed. Technician Mel Ruiz had no problem with that, and in fact was a great help in explaining everything about the raft when we opened it.

Upon deployment, we discovered positive things and negatives ones. On the positive side, the raft inflated like it was supposed to. On the negative side, there was a smaller than specified inflation cannister in the raft; there were no batteries in the raft lighting system (which would have been necessary at night or in severe weather); the fresh water packets were just tossed loosely in the raft — as opposed to being boxed or bagged together as is required — and therefore some of them ruptured. This moisture caused some extreme corrosion to one of the paddles, rendering it useless.

But here's the real shocker: Although we paid for an EPIRB and a watermaker, neither one had been put in the raft!!! We immediately got in touch with the Givens Company in Rhode Island, and spoke with Frank Perrino, the manager of Givens, and his sales manager, Mike Heriquis. We asked them to make it right by giving us what we'd paid for. After a minimum of 10 coast-to-coast phone calls and some promises of having the situation corrected, they said they had purchased the company from Givens and therefore could not be held responsible for the actions of the previous owner. But when someone buys a business, don't they also assume the liabilities as well as the assets and good will?

After some additional phone calls, Perrino and Heriquis offered to do one of two things; 1) Either sell the missing items to us — again — at their cost or 2) Rummage around and dig up some used equipment — EPIRB and watermaker — and give them to us. We opted for the used equipment, as we had already paid for the original items once. We spoke with the Givens Company in July, August, and September. Mr. Heriquis said in late August that he had in his hand one of the units and would ship it the next day. Yet we haven't received anything yet, and it's now late October.

We understand that in the recent years the Givens Company might have had some financial problems, which may have compromised the quality of what was put into the rafts. We would encourage all Givens Life Raft owners to have their life rafts checked out by a reputable servicing company. Make sure everything that is supposed to be in the raft is there. But if it's not, don't expect any help from the Givens Company.

Tony and Linda Keeling
Veritas, Roberts 44
Mazatlan, Mexico

Tony & Linda — What we have here is a case of a survival outfitter's mind-boggling lack of respect for his customers' lives — and a giant mess. Earlier this year, the Coast Guard issued a Mariners Alert because liferafts serviced by Jim Givens Survival Company and Givens Ocean Survival Systems, Co. of Newport and Portsmouth, Rhode Island, "may not have been properly serviced in accordance with annual servicing requirements." On June 17, the Coast Guard issued a more detailed report:

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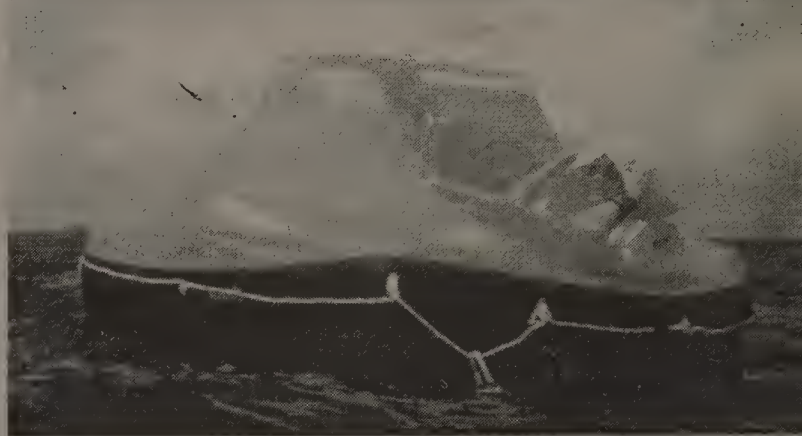
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LETTERS

"As a follow-up to a recent Marine Safety Alert regarding improper servicing of Givens Life Rafts, Coast Guard Marine Safety Office, Providence, is publicizing the findings of life raft exami-



When disaster strikes, your life may depend on a reliable raft.

nations to raise awareness of this serious safety hazard. Recently Coast Guard inspectors examined 19 liferafts from fishing vessels and pleasure boats serviced by Jim Givens Survival Company. All 19 of the liferafts examined had deficiencies. Three rafts were taken out of service and two were condemned. Sixteen rafts had missing equipment. Five carbon dioxide (CO2) cylinders on rafts had problems. Seventeen of the rafts contained items which were expired at the time of the last servicing. One raft had dry rot and tears in the fabric that had been glued back together. Problems with the CO2 cylinders — which are required to inflate the rafts — included two cylinders that had not been tested in seven years, and one that weighed half its required weight. Some of the missing items included sea anchors, radar reflectors, flares, medical supplies, flashlights, food, water, drinking cups, can openers, whistles, bailers, jackknives, repair kits, heaving lines, instructions and hand pump parts — rendering pumps inoperative. Expired items included Emergency Position Indicating Radio Beacons (EPIRBs) and other batteries, flares, medical supplies, food and water. On one raft, all but three of the 72 required water bags were missing, broken or expired. Many other items, such as oars, interior and exterior lighting and hand held pumps, were inoperative and required repairs or replacement.

"Although problems have been found with 100% of the rafts examined by the Coast Guard, the seriousness and type of discrepancies have varied from raft to raft. Upon seeing his raft taken out of the cannister, one owner whose raft was in particularly bad condition was visibly shaken and expressed great concern for the safety of his family and crew who had been out on his vessel. The Coast Guard wants to make it clear to all mariners that this is not the typical safety alert that the public is used to, where only one in a large number of items is found defective. Records kept by the servicing company indicate that more than 200 rafts, mainly fishing vessel and pleasure boat rafts, may have been serviced at the facilities listed here. Attempts by Coast Guard personnel to notify mariners whose rafts are affected have been significantly hindered by poor record keeping on the part of the life raft servicing facilities. The Coast Guard urges recreational and commercial mariners to check their life raft servicing records and to schedule servicing as soon as possible if the raft was last serviced at the above facilities. Please contact your local Coast Guard Marine Safety Office prior to scheduling servicing."

Wow. The release went on to specify that people should not confuse the companies above with Givens Marine Survival of Portsmouth and Tiverton, Rhode Island.

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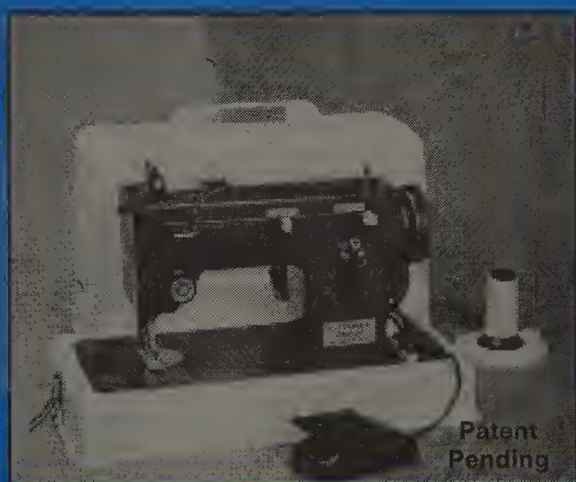


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LETTERS

You didn't indicate, Tony and Linda, where you bought your raft and where it was last serviced, so we don't know if the above warning applies to you — or if you should immediately alert the Coast Guard to the possibility that there may be problems with an even greater number of rafts.

We called Givens Marine Survival of Portsmouth to get their version of the story. This is what Frank Perino, who says he runs the company, had to say: "In early 1996, I became a majority partner in Givens Ocean Survival. I soon began having problems with Jim Givens violating company policies, and we ended up in court. In mid-'96, Givens was totally removed from the company as a result of the court action. We've continued on with the company and opened up a new factory in Rhode Island. We have 50 to 60 service stations for our liferafts around the county, and Jim Givens was allowed to continue operating servicing station #3 in Rhode Island. But he had nothing to do with producing or marketing Givens Life Rafts.

"I'm a lawyer, and it's our position that we didn't buy Givens' company and liabilities — just the name. We now have a different company, a different name — and therefore can't be held responsible for the things Jim Givens might have done when he owned his company or for the things he did at his servicing station. If someone wants to write letters to marine publications to criticize us, I think it's like blackmail. There's nothing we can do about the people Givens might have shortchanged because it would cost something like \$300,000. But people shouldn't have a problem with us, they should have it with Jim Givens. I don't know where Jim Givens is, but I do know that both the Attorney General and the Coast Guard are very interested in going after him."

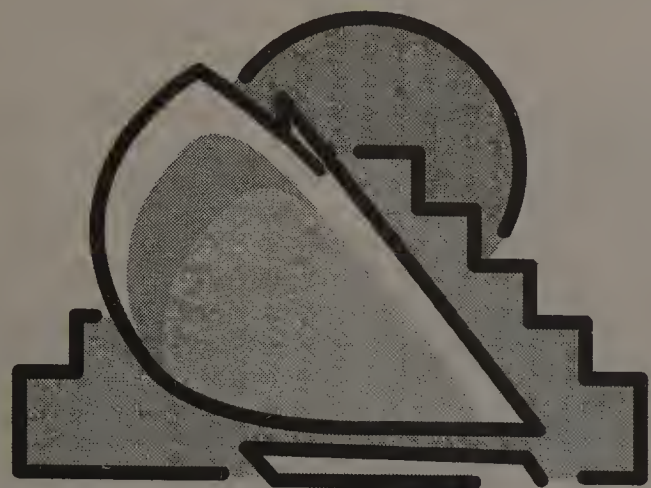
Unless there is some incredible explanation for Givens' behavior, we'd like to see him spend the rest of his life behind bars. We suppose it's lucky he wasn't a pharmacist dispensing sugar pills in lieu of heart medicine to maximize his profits. As for whether the current owners of Givens really have a different company and whether they are free of the original company's liabilities, we just don't know. It's no secret that we at Latitude have about as much respect for the U.S. legal system as we do for those little deodorant cakes found in the bottom of urinals, but this is one instance where we might consult a lawyer regarding options — in the off chance you can find one willing to discuss something that would yield them such a relatively insignificant amount of money.

⇅ SAN CLEMENTE ISLAND

Latitude asked about San Clemente Island, the island off the coast of Southern California that's used by the Navy as a training ground.

For those of us with boats berthed in San Diego, San Clemente is the closest U.S. island — just 60 miles away. Many of us have been enjoying the quiet seclusion of the coves on the island for many years. It also serves as a nighttime anchorage for the many fishing boats out of San Diego. The author, Zane Grey, once had a home on the southeast side of the island, and the ruins of the foundation as well as some fruit trees and a few wild pigs are still there. There used to be a goodly number of goats, but they were removed to preserve the native plant growth. San Clemente is also home to a rare species of fox.

How can sailors use San Clemente Island? With the exception of Wilson Cove, mariners can usually anchor anywhere around the island — except when the Navy is conducting military training. In theory, you can contact San Clemente Island Control on VHF to find out if any training is scheduled that would prevent anchoring, but we've never been able to raise them. On several occasions we've been "invited to leave the island". Once, while anchored at Northeast Harbor on the north



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Everyone is invited to this classic run down the Mexican coast. Boats racing must have a PHRF Off Wind Course ratings of 159 or lower. Cruising Class starts February 15, smaller PHRF Classes – February 16, larger PHRF and ULDB 50s – February 18, and ULDB 70 & Turbos – February 19. The Awards Fiesta will be February 26 at Paradise Village, Nuevo Vallarta.

Race Headquarters with yacht berthing immediately adjacent will be located at Paradise Village in the resort town of Nuevo Vallarta. Only ten minutes from the Puerto Vallarta airport, Paradise Village Beach Resort along with Puerto Vallarta and Banderas Bay comprise one of the newest and finest destinations and yachting playgrounds in all Mexico. Rooms start \$105 per night. Space may be limited so book your reservations now. Paradise Village Beach Resort: (800) 995-5714, fax (949) 837-1298.

All yachts must comply with Offshore Racing Council Special Regulations governing minimum equipment standards for Category 2 events as amended by the Safety Equipment Appendix 1 to the Notice of Race.

Entry fees vary from \$350 to \$750 depending on boat size. Fees are payable to the San Diego Yacht Club and are due, along with completed form and associated materials, by January 15, 2000.

New this year will be the 'Leisure' fleet. There is no minimum rating requirement or official start date for the Leisure fleet, except that they must start prior to 1200 hours February 13. This gives participants in the unique new fleet almost two weeks to 'explore' their way south. Daily sea-time logs and great leisure stories are due to the Race Committee upon arrival in Nuevo Vallarta.

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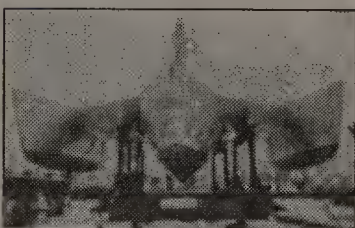
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LETTERS

end of the island, we were "detained" until the Navy concluded their activities.

Pyramid Cove, on the south end of the island, is one of the more popular anchorages. There are a number of small coves on the east side where it's possible to drop a hook, but there's usually a swell, so it's more comfortable if a stern anchor



Why can't the Channel Islands be more 'Capri-cious'?

also set. The west side of the island is often too rough for anchoring, but if you watch out for the kelp, there are usually a few good spots.

Civilians are prohibited from going ashore because of the danger of unexploded shells. But if you're anchored on the east side of the island and want to wander in not too far from the beach, it's probably all right. The diving is good at San Clemente as the water is normally quite clear. In fact, you'll often find commercial fish and dive boats at the island. Bring a cold water wetsuit if you plan on doing any diving. The Department of Fish & Game patrols regularly, often in unmarked inflatables. We've yet to see any surfers out there, so I suspect there aren't any good spots.

The bad news is that the Navy wants to increase the number and scale of training operations on and around San Clemente and hearings on the possible environmental impacts were recently concluded.

Jane and Geves Kenner

Resolutions

San Diego and Mexico

Jane — Thanks for that report. We'd also like to hear from others who have had experiences around — or on — San Clemente Island.

Our interest in San Clemente Island evolved from two incidents. The first was a visit, a couple of years ago, to the beautiful Italian island of Capri, where there is a wonderful blend of mostly tasteful development and natural preservation. It got us to thinking about how little we Americans get to appreciate the many islands off the coast of Southern California. Avalon is first and all that, but why shouldn't we have greater access to most of the islands?

Then there was the matter of the Puerto Ricans demanding that the island of Vieques no longer be used for target practice by U.S. military planes. "Free Vieques!" they shout. Well, our cry is "Free San Clemente Island!" Admittedly, there has been no groundswell of support for our idea — indeed, not a single person has expressed any interest. But we'll keep at it.

IMPORTING AN ENGINE TO MEXICO

The rules in Mexico constantly change, but if anybody finds they need a new engine in Mexico, here's how we imported



Lost at sea.



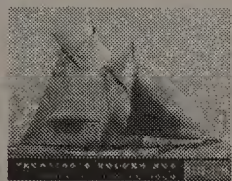
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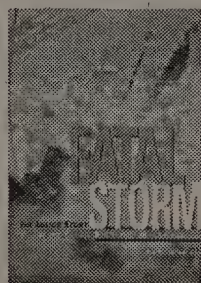
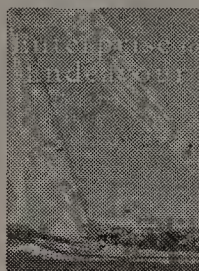

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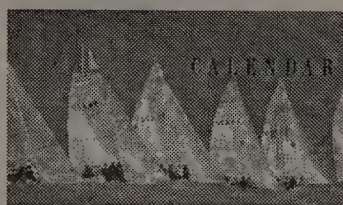
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LETTERS

new Yanmar diesel in April of '99.

Actually, Pat of the Santa Cruz-based *Cricket* had successfully imported and installed a new engine just a week before us, so we followed his process step by step. Naturally, we had our 20-Year Mexican Import Permit — albeit the older version.

The importation process took two days of running around between the marina office, the Customs office, the tax office, and a 'machine' shop — that was destroying our old engine, a requirement under the law — building the necessary paper trail. In the end, we completed a different set of forms than *Cricket* — things are never done the same way twice in Mexico. We got a great price on the engine from Tacoma Diesel, with no Washington state sales tax. The shipping was via Alaska Airlines, and cost \$283. There was no Mexican duty. Delivery from airport to boat was \$40, and airport storage was 5 pesos (50 cents). We had the engine at our dock in Puerto Vallarta just six days after ordering it. The net cost was cheaper than if we had bought it back in California!

By the way, we departed Half Moon Bay in October of '98 and have just completed our first year in Mexico. We did the winter on the mainland and the summer in the Sea of Cortez. During that time we made two quick trips back to the States. We drink the local water after filtering it, eat from street vendors, and almost never lock our boat or dinghy. We've had nothing but positive experiences. Cruising in Mexico has been great! Now we're off through Central America to Panama, the Galapagos and the South Pacific — hopefully using our new Yanmar as little as possible.

By the way, we just started using Pocketmail (www.pocketmail.com) to do our e-mail. So far it's been a viable alternative to the \$2000+ start-up cost of onboard e-mail or having to constantly trek to internet cafes. Our e-mail is sent and received via telephone to a server in Santa Clara, California, by a pocket-sized device — actually a modified Sharp Wizard — with a built-in acoustic coupler. It cost \$120. The service fee is \$100/year and there are no additional costs. Calling in for e-mail is free while in the States; down here in Mexico it's 70 cents a minutes. A typical e-mail session for us — sending and receiving a total of 15 messages — takes three to four minutes and therefore costs under \$3. The Mexican phones have been fine, although we're a little apprehensive of how we'll fare in Guatemala, Panama, and other countries. Your mail can be accessed via the web as a backup. Naturally, you're offline when you're away from phones, but there are more phones out there than internet cafes.

Simon and Lori Elphick
Native Dancer, Nor'West 33
La Paz, Mexico (ex-Half Moon Bay)

Simon & Lori — Successfully importing boat gear into Mexico is often a very long, difficult and expensive process. No doubt many other cruisers will have a hard time believing you were able to get a new engine from Washington to your dock in Puerto Vallarta in just six days. As you noted, however, others shouldn't expect to have as good luck elsewhere in Mexico — or even Puerto Vallarta. One the great attractions — and frustrations — of Mexico is that nothing ever happens the same way twice.

↑↓ POLLUTING IN SOUTHERN CALIFORNIA

We left Northern California in 1996 to go cruising, spent nearly two years in Mexico, and made the Baja Bash back north this spring. When we decided to take a berth in Southern California, everybody cautioned us that the authorities in Southern California are much more strict about water pollution than they are in Northern California. It would, for example, be almost impossible for us to work on our boat in the berth, and

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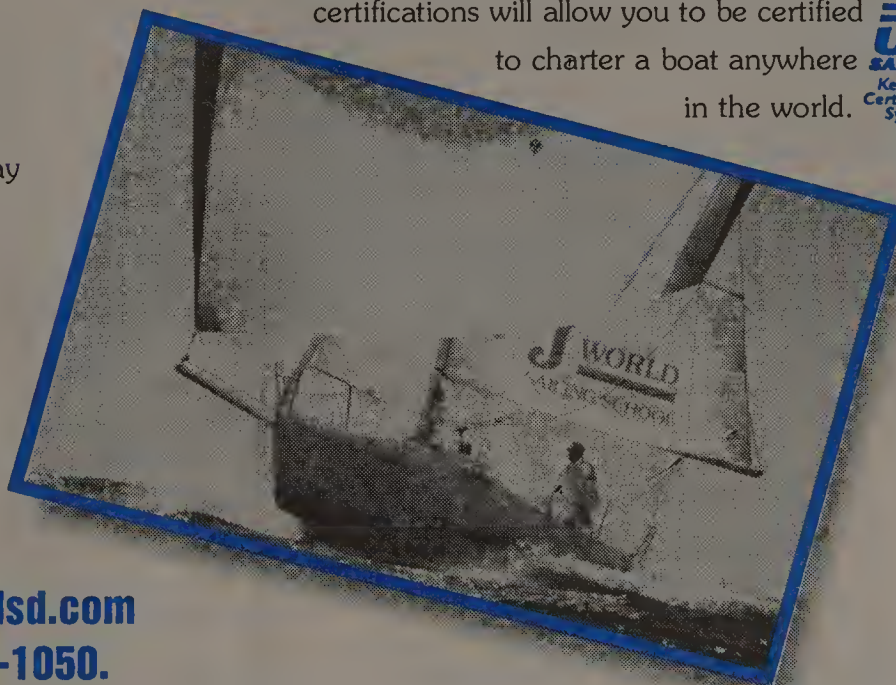
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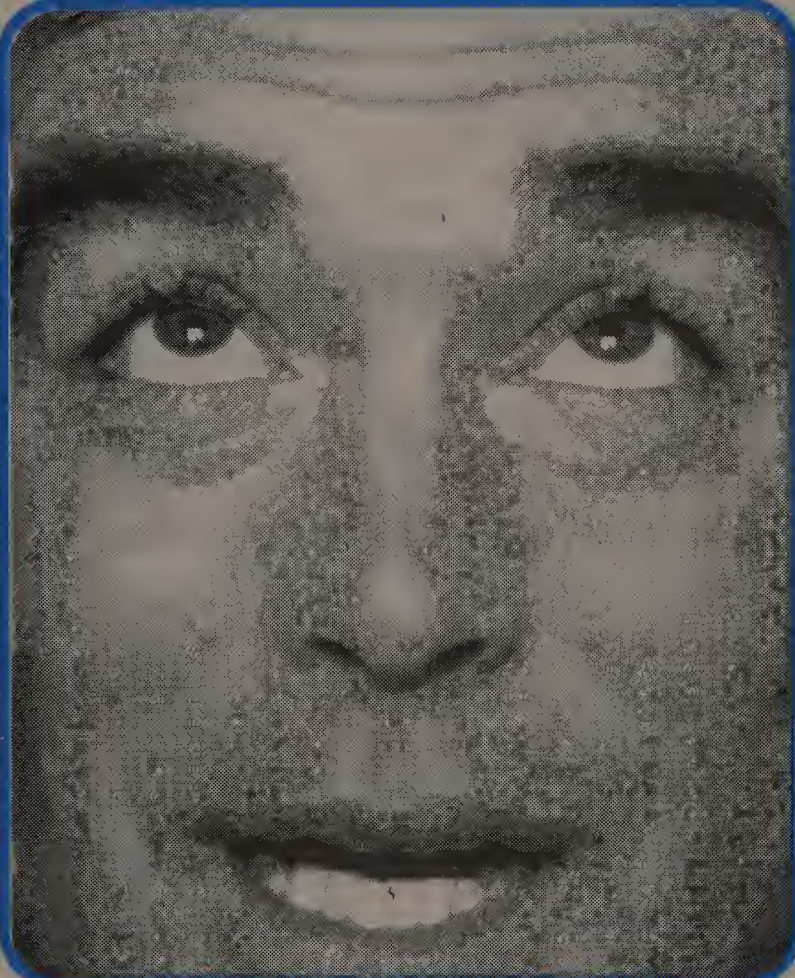
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LETTERS

anything that went overboard would subject us to a fine. Well, ho, ho, ho, were we misled!

We took a berth in Mariner's Bay in Marina del Rey, and have to say that we've seen much cleaner marinas in Mexico. The marina water is really dirty, with all kinds of stuff floating in and on the water. In addition, there is a powerboat in the marina that has been leaking gasoline all over our end of the basin. Apparently, the boat sank a couple of months ago, was stabilized, but is now sinking again. The Harbor Patrol was called and apparently came, but the problem hasn't been solved.

And on a boat near ours, a crew of professional sanders have been sanding glass off the topsides of a boat. The sanders wear masks and protective suits, but they haven't shown any interest in protecting everything else from the fiberglass dust they create. There are no plastic sheets between the boat being sanded and the water or the adjacent boats, so the dust goes all over both of them. Since the sanding work is being done on a dock not more than 20 yards from the marina office and the work has been going on for a month, we have to assume that the marina management doesn't care either.

There's more. Approximately 100 yards away, at the end of the basin we're currently in, there is a lovely swimming beach where kids and groups of people swim and picnic. Would you want your kids swimming there? Anyway, if you come down from Northern California, don't worry about polluting the water in Southern California — they don't care! We never saw anything like this in the year we were at Svendsen's Marina in Alameda.

Surprised In Dirty Southern California
Name Withheld For Obvious Reasons

Surprised — We know you're being facetious about 'not worrying about polluting in Southern California', because in most places down south the marina management and authorities are actually quite strict about it. In a few places there's a zero tolerance attitude — which we think is a little over the top in that the vast majority of water pollution comes from 'non-point' sources. In other places, they'll cut you a little slack, but expect that you'll make a genuine effort to limit what goes into the water. That anybody permits what you've described — a boat continually leaking fuel and a multi-month sanding project — comes as a shock to us. A shock that the Harbor Patrol and marina management would allow it to continue, and that other mariners haven't howled in protest.

Having said that, you have to assume that the water in places like Marina del Rey is inevitably going to be filthy. For not only is it home to more boats than any other marina in the world, but it also has all the oil, grease and other detritus of the millions of people and businesses of the L.A. Basin flowing into it. To make matters worse, there is very limited water circulation, particularly in the basin where your boat is berthed.

"A lovely swimming beach"? We think you'd have to be nuts to swim in that water — as nuts as the many mothers who let their infants play on the shore of Dog Shit Beach in Sausalito, where nobody — certainly not the dog owners or anybody in government — pays the least bit of attention to the many signs advising that dogs are prohibited from the beach.

⬆️⬆️ A SEA ANCHOR IS NOT FOR EVERYONE

In the November issue, Mike and Joyce Creasy report having "waltzed through 40 degrees on either side of the wind" after setting their sea anchor. They also broke their rudder quadrant when the sea anchor was employed.

Lin and Larry Pardey describe the essence of heaving to as holding your boat at an attitude of about 50 degrees off the wind, preventing all forereaching. That's holding your boat at

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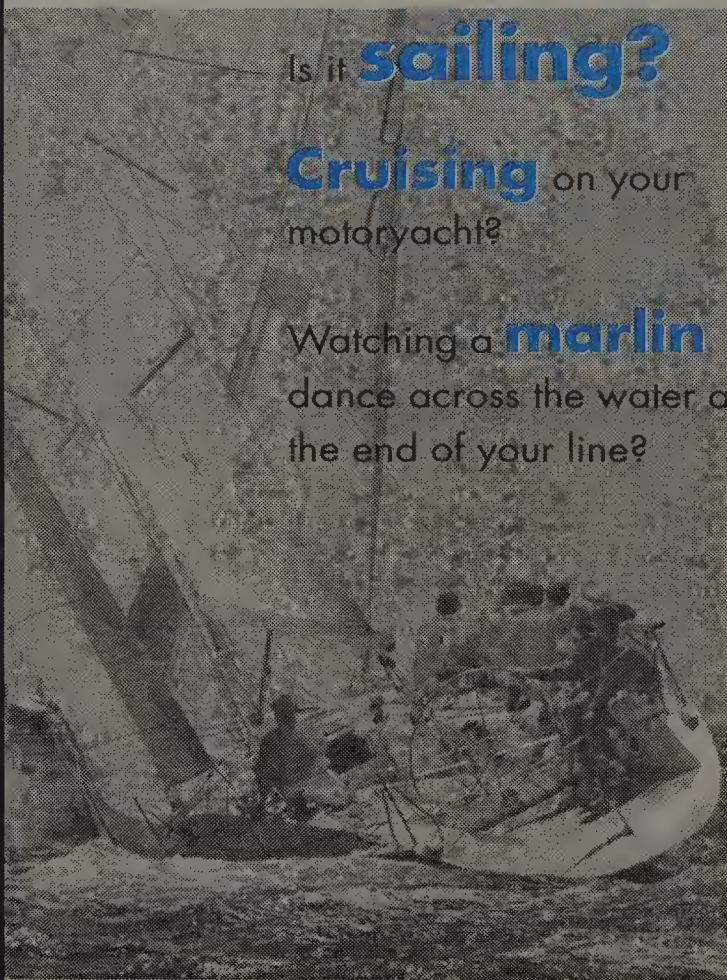
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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Gari Conser.

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LETTERS

an attitude of about 50 degrees off the wind, preventing all forereaching. At the risk of repeating myself again, that's holding your boat at an attitude of about 50 degrees off the wind preventing all forereaching. It's easier said than done, but it's what you've got to do.

Only after describing characteristics of a successfully hove-to vessel do the Pardeys suggest a sea anchor as the best tool for the job. But they're clear that the sea anchor must be carefully deployed and then adjusted so that the magically stable 50 degrees can be maintained. Okay, maybe within 10 to 15 degrees. To that end, they've devised a bridle, which can be seen in their *Storm Tactics Handbook*. There are other ways of doing this, but their sea anchor and bridle is what's gotten them through some very nasty storms in relative comfort and safety.

The Pardeys also recommend that you add any adjustments required to suit your own boat to help attain your 50-degree attitude. For example, when a full-keel boat with a cutaway forefoot lies to a sea anchor with a 'Pardey bridle', she will successfully be prevented from sailing above the 50 degrees — but will fall off regularly, which is a bad thing. In such situations, a riding sail in the form of a storm sail on the backstay or a mizzen might provide the solution. Their system has been tested on fin-keel boats, too, so let's not hear any of that 'it would only work if you're sailing a Bristol Channel Cutter' stuff.

In my estimation, the Pardeys satisfactorily address most of the other issues — such as chafe and rudder failure — but only on the assumption that you've achieved the magic number of a stable 50-degree attitude.

Admittedly, it takes a surprisingly high level of skill to deploy a sea anchor in the way the Pardeys suggest. In addition, it takes a fairly subtle understanding of the nuances of heaving-to to get it right — and subtlety and nuance ain't in the game when the winds are high. I've read at least a dozen accounts where highly experienced, skilled and knowledgeable folks like the Creasys have missed part of the puzzle. I've also read at least one account where a sailor got it right by getting it wrong. He achieved the 50-degree attitude by accident, with the rode irretrievably wrapping the wrong way around a stanchion or samson post. (It seems that most missteps are irretrievable when the winds howl!) In any event, once his boat got into that position, he rode out the remainder of the storm in relative comfort and safety.

So it seems that a sea anchor is not for everyone. And if you have to scratch your head to remember how it goes when you need it, you might be better off pulling something else out of your bag of tricks. But if you've drilled all that subtlety and nuance into your instinct with practice and experience, it's still a fine and trusted friend. It beats the hell out of getting rolled.

Doug Hoople

Vela, Pacific Seacraft Mariah 31
Emeryville

Doug — There are two new books out on heavy weather sailing: *Dashews' Surviving The Storm*, Coastal and Offshore Tactics, and the latest edition of *Adlard Coles' Heavy Weather Sailing*. Based on a quick reading of both volumes, riding to a sea anchor is no longer considered to be as universal a storm strategy as it was a few years ago — which is not to say it may not be the very best response for some boats in certain situations. To summarize some of the problems: 1) The notion that a fatigued and seasick husband and wife crew could properly set a sea anchor in 50-knot winds during a pitch black night on stormy seas is unrealistic. 2) There isn't enough room on most 40-foot boats to carry a sufficient length of adequate sized line — 600 feet of one-inch line — to properly set a sea anchor. 3) How do you keep 50 degrees off the wind if you're battling two separate

MICHAEL WREYFORD
michael@frasersf.com



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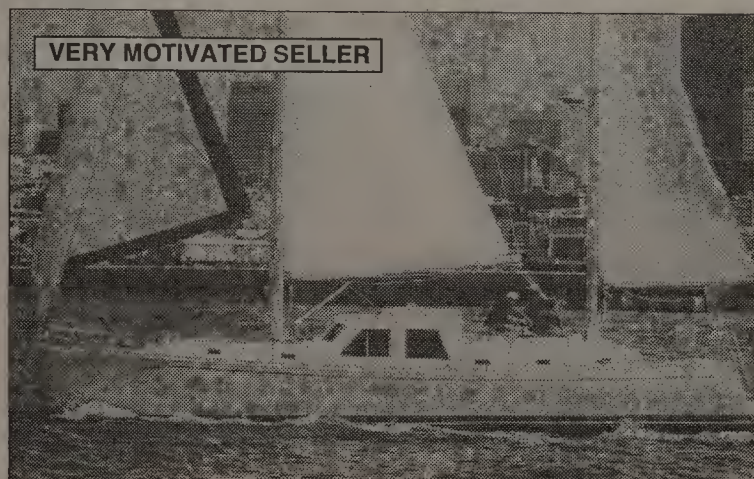
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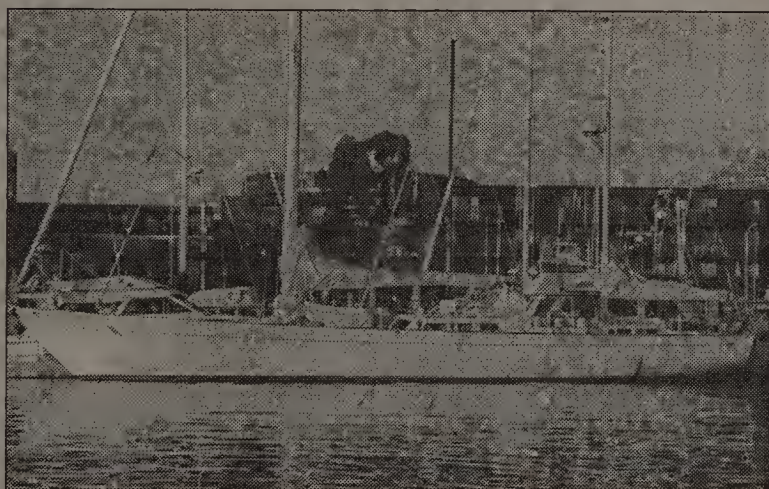
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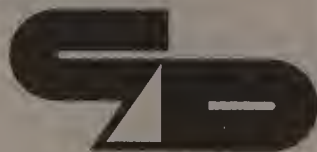
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LETTERS

sets of wave trains? And 4) The spectrum of boats is so tremendous these days that what might work for a small, heavy, full keel boat might well be the worst strategy for a long and light boat. In other words, today most experts seem to believe in different strokes for different boats in different wind and sea conditions. One strategy, they suggest, won't fit all.

THE BATTLE RAGES

Regarding Ian Woolward and *Latitude's* comments on the Battle of Trafalgar, both of you are partly correct.

Having conquered Spain, Napoleon had placed one of his relatives on the Spanish throne. As a result, the fleet Nelson and the English defeated was a fleet of both Spanish and French vessels. Incidentally, there is a California connection in that several of the Spanish naval officers killed in the battle had previously served in the Naval Department of San Blas. That sleepy Mexican village about 60 miles north of Puerto Vallarta was the Spanish naval base that built and served the ships that explored and supplied California. The officers stationed in San Blas all sailed the coasts of what were to become California, Oregon, Washington, British Columbia, and southern Alaska. Geographical places with names such as Bodega, Quadra and Juan de Fuca harken to their service.

Glenn E. Burch
Schooner *La Sirena*
Petaluma

Glenn — Fine report. Isn't it a pity that most of us only begin to enjoy history long after high school and college?

SEA BATTLES AND GROG

I'm sure many avid readers of *Latitude* are a bit confused after reading various letters about the Battle of Trafalgar: Was it the Spanish or the French that Lord Nelson and the English defeated? Since *Latitude* "expects every man to do his duty," I volunteer to clarify things.

It's tempting to provide a lengthy story here, but the least I can say is that both writers were correct. The British fleet of 27 ships under Admiral Horatio Nelson confronted the 'Combined Fleet' that consisted of 33 capital ships, 18 of them French, 15 of them Spanish. The Combined Fleet was under the nominal command of French Vice Admiral Pierre de Villeneuve — to the considerable chagrin of the proud Spanish Navy. In such a major battle, there were naturally dozens of fascinating subplots and stories.

As suggested above, the famous flag signal that Nelson sent to the fleet just before going in to battle — England expects every man to do his duty — became one of the most well-known inspirational phrases in naval history. The men in the British fleet, closing on the Combined Fleet, sent up a loud cheer when the signal was passed, which was quite disconcerting to the Spanish and French sailors. The battle itself was gruesome, but there were numerous acts of gallantry and heroism on both sides.

The aftermath of the battle was particularly hard on the survivors, as a fierce storm lashed the area for days, causing great pain and more loss of life for those trying to recover from their wounds. The huge 130-gun *Santisima Trinidad*, pride of the Spanish fleet, survived the battle, although battered. She was taken as a prize by the British — but was then rolled over and lost when the tow line parted in a gale. Having now sailed in a smaller boat in lesser winds in San Francisco Bay with clenched teeth, I understand how this would be possible.

Probably more has been written about the Battle of Trafalgar than any other engagement in the Age of Sail. The result was that British naval power was assured for the rest of the cen-

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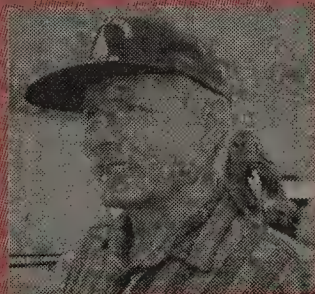
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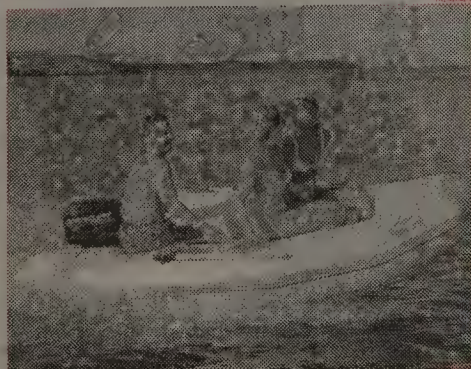
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LETTERS

tury, the decline of the Spanish navy was hastened, and Napoleon had to abandon his plan to invade England.

Although Nelson didn't survive the battle, his ship, *HMS Victory*, lives on. She is well-preserved in Portsmouth, England, the oldest warship in continuous commission in the world. Those who wish to see a good virtual tour of this magnificent vessel can point their browsers to www.flagship.org.uk/victory.html where you will also find information on life aboard ships in that era. Frankly, it's a wonder they were able to accomplish anything given the food and grog the British seaman were given: Usually two pounds of salted beef or pork (or cheese and oatmeal on some days), one loaf of bread or one pound of biscuit (the weight included the weevils), one gallon of beer, and 1/4 pint of rum twice a day blended with 3 parts water to make grog.

Grog? In the 18th century, Admiral Edward Vernon ordered the daily rum ration mixed with water. Vernon's nickname was 'Old Grog' for the grosgrain cloak that he wore, and the drink he introduced became known by his name.

Rick Koenig
Fantasy, Rafiki 35
Alameda

⚓ A METALLIC, CLINKING SOUND

I have a 1985 Lancer 30 with an Edson pedestal steering system. If the wheel is turned while the boat is close-hauled, there's a metallic clinking sound inside the pedestal — but only when the wheel is first turned. There is no scraping when the wheel is turned further, nor does the steering seem to be affected in any way. When I sail the boat off the wind or when she's tied up in the slip, no amount of yanking on the wheel will result in a similar noise.

I've pulled off the emergency steering cap to listen to the rudder post, and stuck my head down by the quadrant. The sound doesn't seem to be related to either of those. I've also removed the binnacle compass, but can't see anything inside the pedestal that would produce such a sound.

I'm hoping that either you or one of your readers can offer an explanation before I resort to removing the compass while close-hauled on the Bay. By the way, I tried searching the web for an Edson website, but had no luck. If you know of a contact address, I'd appreciate that too.

Barney McCloskey
Lady Barbara
Alameda

Barney — It reminds us of a race we did to Cabo with our Freya 39 many years ago. It was blowing about 25 to 30 knots, we had a kite up, and for all the world it sounded exactly as though there were a Scuba tank rolling around in the bilge. We went through the bilges bow to stern always thinking we were about to find it — but never could. We didn't sleep all that well.

It's hard to diagnose your problem because you neglected to indicate what kind of Edson steering system you have. They make three or four different types. Why not give them a call at (508) 995-9711 or visit their website at info@edsonintl.com? By the way, we have a Whitlock geared system aboard Proflligate, and it makes a tiny click each time you begin to turn the wheel the opposite way. It's caused by a very slight play in the joints and we don't worry about it.

⚓ EXPLORING VENEZUELA THROUGH SAILING LESSONS

My husband and I are liveaboards who have been sitting out the hurricane season in Venezuela. We returned from a trip to the United States loaded down with six months of back issues of *Latitude*, our favorite magazine.

We were pleased to discover *Destiny's* article about Venezu-

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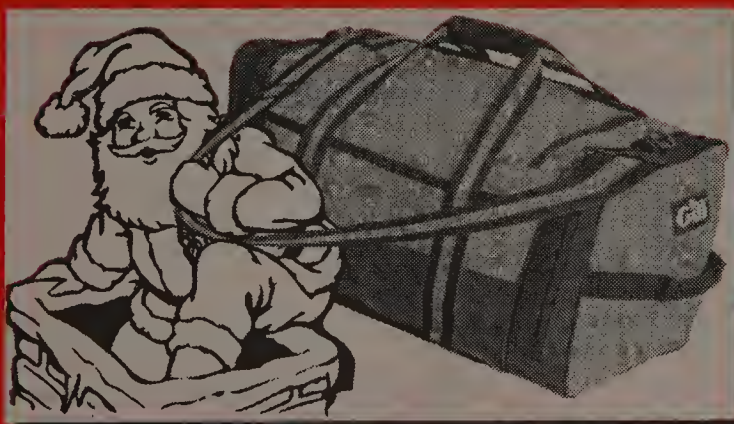
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LETTERS

ela in the June issue, and wish to identify the young man who runs the sailing school at Bahia Redonda Marina here in Puerto La Cruz. He's Eduardo Cordero, and in addition to giving lessons on Sunfish, he also teaches on keelboats with a J/24, C&C 30 and a J/35. His classes run from a day to a week for between two and four people. His reasonable rates make his lessons an affordable way to explore these beautiful cruising grounds! He can be reached by e-mail at turbopote@cantv.net

In any event, we would encourage everyone to find a way to come and explore Venezuela and her wonderful offshore islands.

Jennie and Pete Vanden Brulle

Jennie V, Pearson 422

Puerto La Cruz, Venezuela

NUKING THE NO-SEE-UMS

We've been rolling around between Mexico and Panama for the last couple of years and have found that the best 'medicine' for 'no-see-um' bites is fingernail polish! As soon as we realize we've been bitten, we apply a dab of polish to the site, let it dry, and let it stay there until it flakes away in a couple of days. The polish immediately takes the sting and itch out of the bite.

We know this probably violates 37 kinds of law and could bring the F.F.A., D.H.E.A. and F.C.C. down on us for misuse of a consumer product, but it works quickly, simply, and effectively. We prefer to use clear polish, but there is nothing wrong with colored polish — although it may take a little explaining as to why you're covered with red dots.

We're no bug experts, but it seems as though some anchorages are bug-infested for a day or two and then may clear up for quite some time. Honeymoon Cove in the Sea of Cortez across from Puerto Escondido, for example, was covered in small flies one day. But when we returned a week later, there was hardly a varmint to be found.

One problem with the 'magic' repellents and coatings is that they tend to wash off with perspiration. In the tropics, you perspire most of the time. We could never find anything that would last for more than a few minutes. Fingernail polish, however, is usually waterproof and perspiration proof. It also takes the sting out of mosquito bites, but not quite as effectively. We've found that a dab of ammonia, promptly applied, works as well as the fancy stuff. Most folks know that meat tenderizer also works well on bites and stings if applied quickly enough. I've even used bleach on a bite, and it seems to do a sort of 'nuke job' by eliminating both the bite and the skin. We only recommend it in a pinch.

For folks headed down this way, Panama is great! And if you follow the instructions, the Canal transit isn't difficult.

Dennis and Sonja
Golondrina
Panama

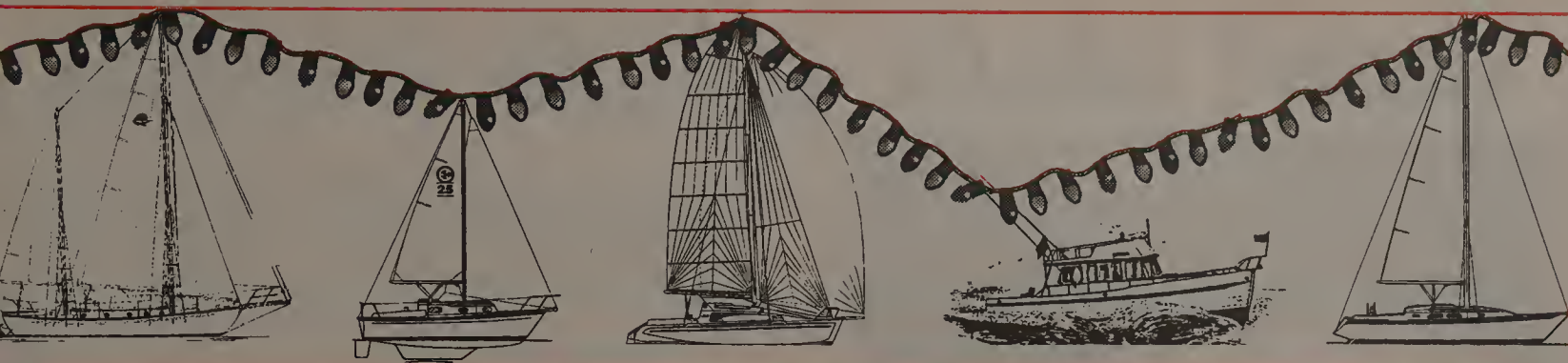
THE MICROLOGIC GPS FIX

As the editor/webmaster of one of the East Coast's most frequently accessed nautical web sites, the *Chesapeake and Delaware Bay Nautical News Net*, let me congratulate you on your own fine web site. And especially your letters to the editor section. There is more practical information in those letters than most of the popular monthly boating magazines have in their entire issues!

In the October issue, there was a letter about 'repairing' Micrologic GPS units. Several of our readers were faced with the same problem and, after some research, we came up with the following sources that can update the Micrologics:

Avmar, Attn: Bob Skog, Suite 203, 8385 Piney Orchard Parkway, Odenton, MD 21113. (410)-672-1229

Pete's Electric, 1710 Overseas Highway, Marathon, FL 33050.



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LETTERS

(305) 743-8328 Fax: (305) 743-6181. Their email address is swpete@email.msn.com.

Neptune Electronics, 925 N. Pacific Ave, San Pedro, CA 90731.

The cost of updating the Micrologics varies from between \$50 and \$100. Whether or not it's worthwhile, I'll leave up to the individual owners.

Further, I understand too that Boat/US has information on other repair shops that can do the upgrade.

Jim Weidner, K2JXW
Weidner & Sons Publishing

Jim — Thanks for that useful information — and the very kind words.

⇅SIDELIGHTS MOUNTED ON THE SIDE OF THE HULL

There was a letter in the last issue about the legality of running lights mounted on the sides of hulls. On page 89 of the 60th edition of *Chapmans*, it says that "Small craft with sidelights flush-mounted in the hull below the rubrail do not comply with the International Rules requirement that such lights be 'above the 'uppermost continuous deck'." It also goes on to report that there is a permanent exemption for older boats.

Dave Harrison
Santa Cruz

⇅DIFFERENCE BETWEEN INTERNATIONAL AND INLAND

In the November issue, a Mr. Chave wrote in mentioning an article he had read in *Sail* magazine stating that "Navigation lights that are mounted on the surface of a hull and not above are illegal." I believe this is true for international waters but not for U.S. inland waters.

The 72COLREGS, Annex 1, Section 2, Paragraph (g) reads:

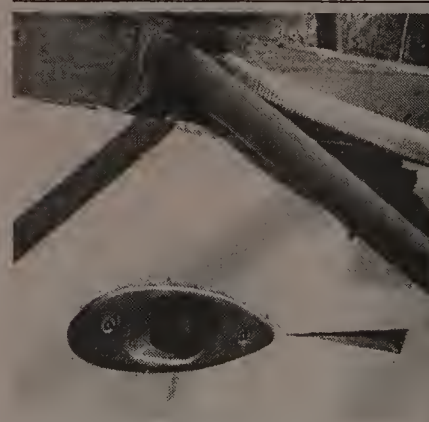
International: The sidelights of a power-driven vessel shall be placed at a height above the hull not greater than three-quarters of that of the forward masthead light. They shall not be so low as to be interfered with by deck lights.

Inland: The sidelights of a power-driven vessel shall be placed at least one meter lower than the forward masthead light. They shall not be so low as to be interfered with by deck lights.

There is no mention in the Inland Rules of lights having to be placed above the hull. See, those Master's license tests are good for something!

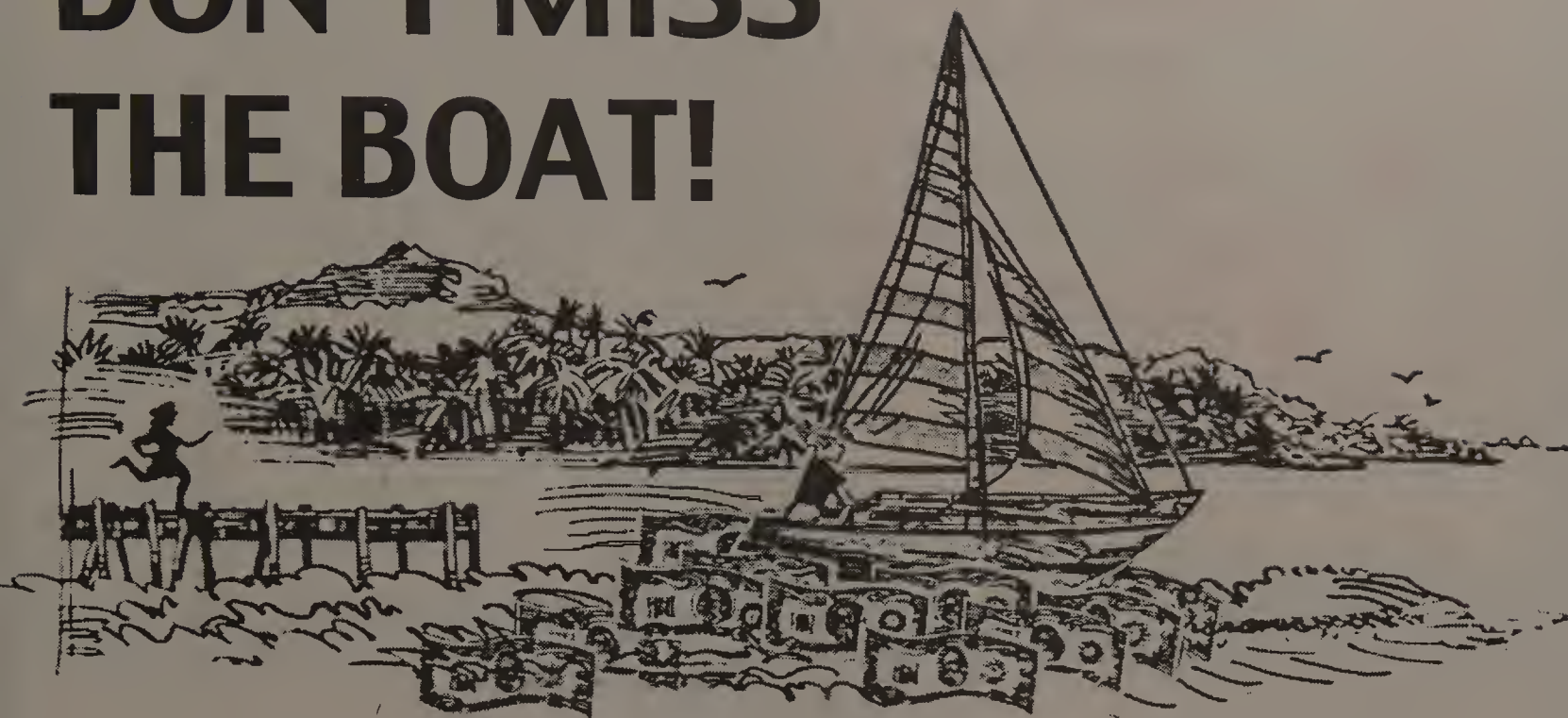
But such a precise interpretation of this rule is however a bit preposterous when you consider the widely varied light combinations displayed regularly on the water. On the Fourth of July, for example, my guests and I enjoyed counting the great number of boats parading home with the steaming, tricolor, anchor and running lights on — all at once! A few had the running lights reversed.

My favorite rules interpretation occurred a few years ago. I was being passed by a man in his very large sailing vessel when he informed me that he had acquired the right-of-way because his mast was abeam. Not only were we not racing at the time, but the 'mast abeam' concept had already become obsolete anyway. I had no operating engine, just parts in the engine room, and was between him and a rocky shore. I sail because it is my passion and nobody



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LETTERS

can spoil my sail. I just smiled, waved, and said I had nowhere to go and no engine. He asked me what size boat *Sandpiper* was. He then started his engine and motored away in disgust.

For such reasons, when in the Bay I try to avoid situations that require a change of course to be made by another vessel — especially working boats. I'm rarely heading anywhere in particular, anyhow. Besides, we singlehanders kinda like to tack, it makes us feel *kool*.

P.S. I love *Latitude*.

Capt. Bry
Sandpiper

Capt. — Thanks for the clarification. By the way, it would seem that we have similar outlooks. Sailing is our passion also, and we never mind if we have to tack or gybe to avoid a situation from developing with another vessel, as the maneuver gives us yet another opportunity to enjoy another little nugget of sailing pleasure.

Say, here's a crazy little idea that just crossed our minds for next spring: How about a sailing competition from the Golden Gate to Alcatraz, the winner not being the fastest boat between the two points, but which crew can make the most gybes. Any takers?

↑↓MY FATHER IS IN A 9X12-FOOT CELL

Reading about the current fate of Norm Bennett, the well-liked owner of Club Nautico Marina in Cartagena, Colombia, struck a deep chord with me. My father Jim was arrested in Ecuador almost three years ago on phony charges of money laundering. It's been a long, hard, frustrating experience for my entire family, largely due to the lack of cooperation from the U.S. government. I wish I could pass on some words of wisdom to those fighting for Bennett, but as I write this letter my father still sits imprisoned in his 9x12-foot cell in Quito.

What I can offer is my father's website <www.freejim.com> in which you can find my father's journal entries describing his situation. Hopefully, those close to Bennett can in some way learn or gain from our experiences. Anyone else interested in my family's plight to free Jim is also welcomed and encouraged to visit the site. Those who wish to contact us can do via the web site or can contact me directly at <abw76@yahoo.com>.

Sash
Melody
Berkeley

↑↓A MINORITY OPINION ON DINGHIES

Latitude asked what other readers had to say about dinghies. Before I respond, let me say that I've come very close to writing you a couple of times this year for what I thought was excellent and valuable editorial content. The stories on the big storms off New Zealand, the follow-up articles on storm tactics with many expert opinions, the interview with the Pardeys — even the simpler things like discussions on how to deal with drinking water. I have been reading *Latitude* for several years, and have still been very excited about it this year.

On the subject of dinghies! When it comes to inflatables versus hard dinghies, I'm have a minority opinion because I love my hard shell. Further, I would like to suggest a Gig Harbour Boatworks dinghy as an alternative to a Fatty Knees or Trinko to reader Derek Warton. The Gig Harbour models range in size up to 16 feet. Mine is an eight-footer which easily stores on the deck of my Baba 30.

I had the dinghy built with a molded-in mast step and converted an old board sailing rig for sailing purposes. I've had a blast sailing the dinghy in anchorages! She also rows well — in

THE SEASON IS UPON US!

I'm sure we all agree that the hours a person spends at sea are some of the happiest we'll spend in our lifetime. At least that's what we at Stone Boat Yard think. We're always on the look out for ways to enhance mugs, tote bags, shirts and, as expensive items.

We still have all of the above in this year we've added a new item. Perfect thing to safeguard the key expensive item, under \$3.00, dropped out of your pocket you'll appreciate this stock-you might want to get one would have saved us a lot of ago and made a happier end-

And speaking of endings, as year and the beginning of the this mariner's toast for your

that time; in years past we've offered hats, some of you will remember, larger, more

our Christmas Catalogue, but It's a float key chain: the perfect to your happiness. It's not an but if your boat key has ever as you hopped aboard, ing stuffer. For that matter, for your car, too. It certainly aggravation a few months ing to our boating trip.

we approach the end of this next, we'd like to pass along Holiday Tables:

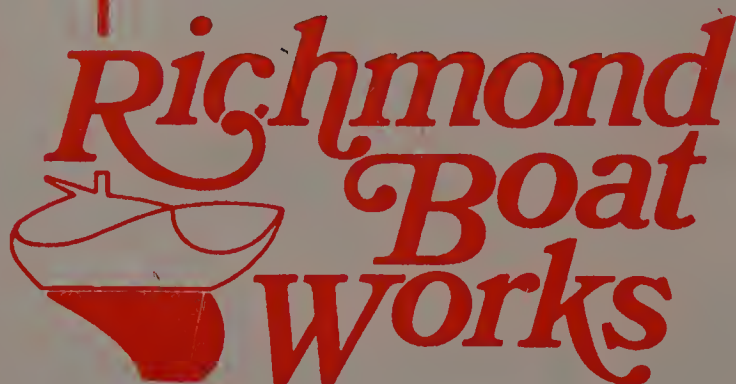


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LETTERS

fact, I've been able to row her into 20-knot winds without any problem. She could be rowed into heavier winds, but I've not yet had the opportunity to determine an upper limit. Since she's so easy to row and I don't feel like dealing with gas, I don't currently have an outboard motor. But hey, one of the new cleaner-burning more fuel efficient four-strokes would be pretty sweet.

The only real advantage I ever hear mentioned for inflatables is that they are more stable. Well, tricycles are more stable, too, but I've been riding two-wheelers for quite a while now. Come to think of it, someone also suggested that inflatables are "safer". I don't understand this, however, because as *Latitude* reported, in December of '97 a guy had his engine stall while motoring back to his boat in the anchorage at night. He couldn't get the engine going again and he couldn't row into the 15 knots of wind, so he blew out to sea. Luckily, he was found — although pretty well fried by the sun — the following day after a massive helicopter search. I would have easily been able to row my hardshell back to the boat in such a situation.

Two other advantages. My shell only weighs 60 pounds, so my wife and I can easily carry it up the beach. In addition, it won't puncture on a sharp rock.

Marty Johnson
Baba 30, *Rebellion*
Seattle, WA

Marty — Given the overwhelming number of sailors who have inflatables as opposed to hard dinghies, it would seem that the former are far superior in every respect to the latter. In our opinion, however, strong arguments can be made for each. Indeed, we wish somebody would go into production on a line of rigid 'nesting' dinghies. For those not familiar with the concept, a nesting dinghy is one that can be: 1) Used as one big dinghy, 2) Broken down into two parts and used as two separate dinghies, and 3) Broken down into two parts and stacked for efficient storage.

*Thanks for the kind words. We can assure you that our small staff continues to work incredibly hard to bring you the best possible issues of *Latitude* we can.*

↕ RECIPROCAL DOCK PRIVILEGES — WITH A FEE

For non-racers, one of the major reasons to belong to a yacht club is the system of reciprocal privileges. Of course, what the different clubs have to offer in reciprocity varies greatly. Some have great bars, restaurants and guest docks, others have a bar and little else — and some offer nothing at all, existing only on paper. Is that a form of abuse challenging world order? Not nearly as much as that stainless steel will stain.

Yet there is something to be said for fairness — or at least honesty — if we want to preserve the system. I know that the Morro Bay and San Francisco Yacht Clubs charge for the use of their guest docks. Its members claim free guest docking at other clubs, but there is no pretense there. These clubs want the money and do not pretend to offer reciprocity.

Recently, however, I came across a new twist. The Encinal YC assured me that it still offers reciprocal guest dock privileges — but that there is a \$15 charge per day for the availability of water and electricity. Not the use of the water and electricity, but the availability of water and electricity. The use of the cleats, however, remains free.

The rather offensive explanation was that the charge discourages freeloaders. I guess that includes people like me, who perhaps once or twice a year will dock at one of the local clubs, but who for decades have been paying for a clubhouse and guest dock with water and power so we can offer reciprocity to members of other clubs.

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Thanksgiving Day

December

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Health Day - Sharp Hospital
B.B.Q. Party - Dario's Restaurant
Mexican Posada and The Spirit of Christmas
Christmas Boat Night - Contest
Christmas Day - Dinner on - Music Party
New Year's Eve - Dinner and Music Party

January

Chili Cook - Oil
Super Bowl Sunday
Three Kings Day - Poor Children Help
Cruiser's Tours to Copala

February

Cruiser's Tours to Merchant Marine Academy

March

Carnival Week
Spring Margarita Party - El Estío Restaurant

April

Easter Sunday
Sea Horses Release
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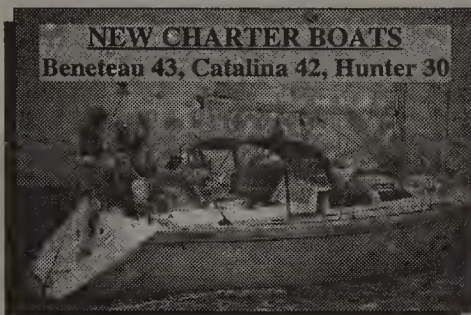
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LETTERS

I gladly pay for a berth when, for logistical or other reasons, I need a dock while cruising, but it disturbs me when the commercial operation of a yacht club claims to offer reciprocal privileges. The reciprocity at Sam's Anchor Cafe in Tiburon is better.

Ah well, *Latitude* still appears with the regularity of a clock after all these decades — and is even still free. That is something to celebrate.

Louk Wijsen

Noordzee

Alameda

Louk — We find this a difficult subject to get too worked up about. For one thing, the amount of money involved is not that significant. Secondly, as you began to point out, there is never going to be anything even approaching equality in yacht club reciprocity. If you really want equality, you're going to have to compare facilities, initiation and monthly fees, the relatively frequency with which members use reciprocal privileges, and then come up with some formula of equality — that would require, of course, frequent updating. We understand your annoyance, but we'd rather pay the \$15 than even think about it. Besides, the Encinal is one of the nicer yacht clubs with excellent facilities that include a spacious lawn overlooking the water and a pool.

For what it's worth, yacht clubs perceive reciprocity in different ways: The San Francisco YC, for instance, charges \$15 a night and expects visitors to patronize their bar and restaurant. At the nearby Corinthian YC, the first night is free, the second night is \$15 — and they don't mind if you have dinner at Guaymas or Sams. At the Richmond YC, the first three nights — and maybe even more — are free.

↑↓CHALLENGES AND REWARDS

We're ready to float *Mantra* again! It's been three long years of fueling the dream to be cruising by the year 2000. What began as a wish list of everything we could ever want to completely re-outfit our Kantola 42 trimaran soon took on a life of its own. The vision that has kept us going is that of a more simple life but one with new challenges and ever-changing horizons.

We've been on the hard in the Napa Valley Marina for three years as a new engine, new sails, roller furling, radar, electronics, refrigeration, and an inverter have found their way aboard *Mantra*. Then there was a complete paint job inside and out, new nonskid, and lots of brightwork. Whew! And amidst all that, we sold the house, closed the business, found a new home for our dog, made sure our 22-year-old is well established with his career, and prayed that our parents stay healthy so we can make the great escape.

We are now ready to step the mast and begin the process of a shakedown. The journey to this point has been one of challenges and rewards, as we've learned to deal with all that is dealt to us. Now that we are finally living aboard, we eagerly anticipate floating again and embracing our new boss, Mother Nature. So here's to dreams and far off visions! We hope to see many others out there!

Buzz and Penny

Mantra, Kantola 42 Trimaran

Napa Valley Marina

↑↓MR. DETWILER'S NEW PORSCHE

I hope you can publish my thoughts on Mr. Detwiler and PinOak's effort to shut down SailMail:

Our congratulations, Mr. Detwiler, on your attempt to crush small and innocent nonprofit companies. We all know that those poor organizations with weak backbones are completely wrong

Remember!!

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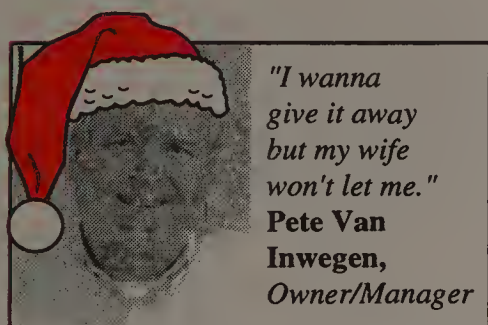
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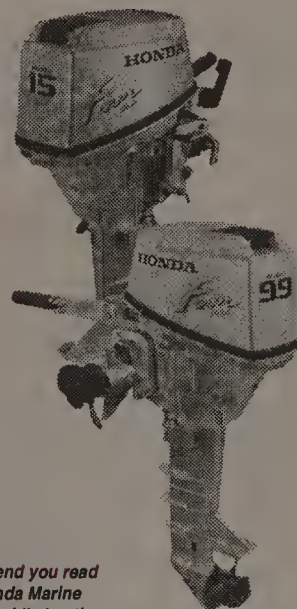
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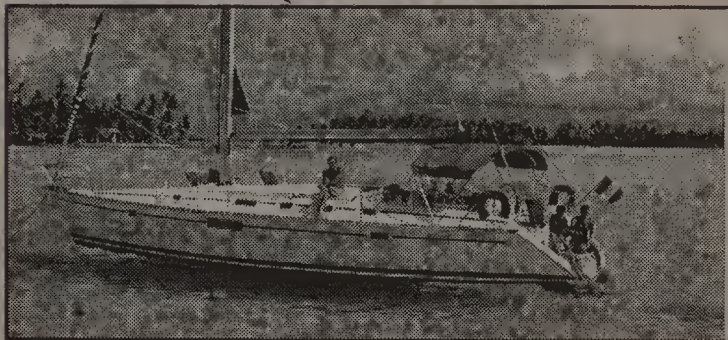
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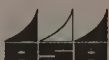
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LETTERS

in hoarding possible revenues from greedy a--holes such as yourself. Who cares that they are doing a good service for the community of mariners? And forget all that low cost and friendly service crap, because how is it going to help you buy a new Porsche? Most sailors out there use SailMail e-mail to communicate with their families, to get weather updates, and even broadcast distress situations at sea. But you wouldn't care about that. If mariners can't afford your expensive services, you think they should be prohibited from using a less expensive, non-profit alternative. My best wishes to your lawyer's descent to hell — and your shallow wallet.

Chris Schmieding

Yacht Salesman / CSUS Sailing Instructor

Chris — Not long ago the Seven Seas Cruising Association (SSCA) began efforts to establish a nonprofit e-mail service similar to SailMail. The response of SailMail? "Great, we have the same objective of serving sailors and welcome them." PinOak, on the other hand, indicated they would fight the SSCA tooth and nail. Then it got weird. After the SSCA board decided they didn't have the resources to fend off PinOak's attacks, the F.C.C. granted them the necessary license anyway. Nonetheless, the SSCA's Board of Directors says they won't be going operational anytime soon. Here's why:

"As you know, SSCA has been trying to provide SSCA's cruising members with a private coastal station HF e-mail service in which many of you have expressed a strong interest. At this time, after several months of careful consideration, the Board of Directors has concluded that because of the aggressive positions taken by PinOak Digital Corporation in virtually every area required to operate an HF e-mail service, SSCA cannot move forward on this matter. We understand that PinOak is also attacking SailMail, another alternative HF e-mail service. Even though the SSCA has just received its private coastal licenses from the F.C.C., PinOak's opposition to SailMail's license and PinOak's recent letter to SSCA strongly suggest that PinOak will likewise challenge the SSCA license at a later date. While the SSCA and others believe that PinOak's positions are legally wrong, unenforceable and undefendable, the realities are that the cost of resolving these issues is unaffordable by a not-for-profit operation trying to serve its cruising members in an affordable and responsible manner. SSCA attempted to have PinOak join SSCA in a cooperative effort to provide this service. PinOak has refused SSCA's suggestion and offered none of its own. We believe PinOak's actions leave no realistic hope at this time for any cooperative effort involving PinOak."

↑↓CHICKENSHIT LEGAL WRANGLINGS

This is a copy of a letter I sent to PinOak about the B.S. stuff they're trying to pull on SailMail:

"I just read an interesting article in *Latitude 38* regarding your legal actions against SailMail. I also recently purchased an ICOM 710-RT and one of the SCS modems you claim to have the exclusive right to import. Well, I find PinOak's legal wranglings to be of the chickenshit variety, and assholes like Peter Detwiler make me sick. Oh, and you can guess who won't be a customer of PinOak anytime soon! I'll also be using my web page to let the sailing community at large know what kind of company PinOak is."

Dave Benjamin

Entropy, Freedom 39 Ketch
Grand Marina, Alameda

Dave — When you speak of the SCS modems, you raise an interesting issue. In PinOak's original complaint to the F.C.C. about SailMail, their two big issues were that SailMail was owned by

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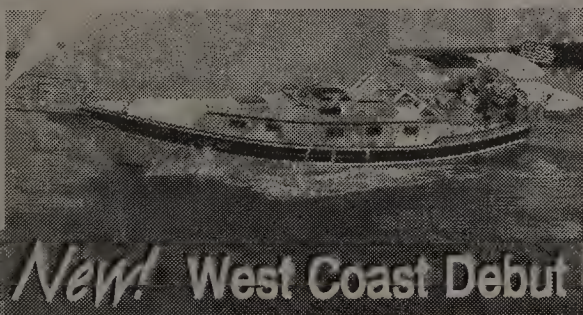
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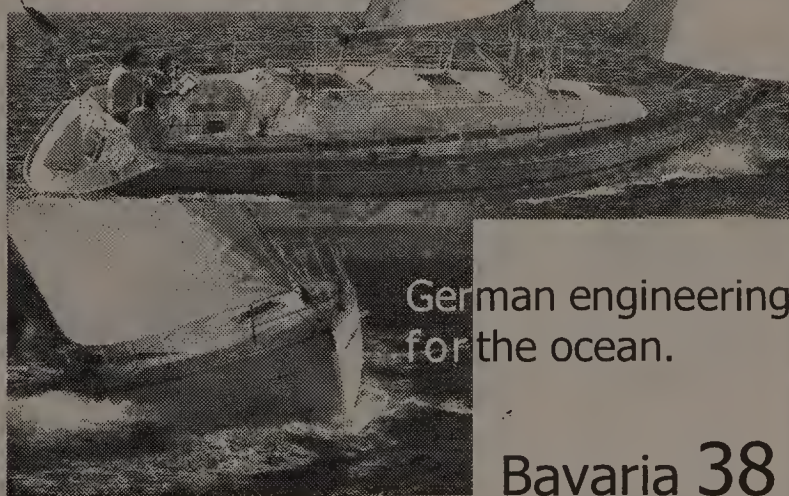
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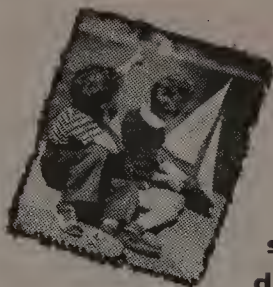
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LETTERS

West Marine — they have stopped making that ridiculous claim — and that anyone using SailMail had to be using SCS Pactor II modems built in Germany for which PinOak had the exclusive importation rights. Well, check out the following paragraph from a letter from attorney James J. Butler, representing the Seven Seas Cruising Association, to Peter Detwiler of PinOak:

"PinOak has claimed exclusive distribution rights to the SCS PTC-II and PTC-IIe modems on this continent which would be central to SSCA's [and SailMail's] proposed service. PinOak's apparent claims appear to pose a threat to the general availability of the modems to SSCA's members, at least for commercial use. SCS, the manufacturer of the modems, has indicated that PinOak has failed to distribute the modems and has actually interfered with the distribution of its modems, and that all contractual relations with PinOak have been terminated as of September 5, 1999. SCS has even agreed to guarantee SSCA an unrestricted supply of its modems and to defend and hold SSCA harmless, and to indemnify the SSCA against PinOak's claims should those claims arise in a formal sense."

And it appears that in addition to trying to make hardware roadblocks to the SSCA trying to set up an e-mail system, they're trying to make it difficult for them to get the hardware. We again quote from Butler's letter: "It is our understanding that PinOak is undertaking direct threatening actions toward a certain software provider whose services would be part of SSCA's service. As a direct result of PinOak's threats to this software producer, they have withdrawn their software support for HF e-mail programs which would be used by SSCA."

We're beginning to get an idea why Detwiler told us that the correct spelling of his name — and we're not making this up — is: "S-T-A-L-I-N".

↑↓ I'LL HOST A SAILMAIL STATION

I just read the November article on PinOak trying to get SailMail off the air. I know Stan Honey — who set up the non-profit SailMail — from his days as the head of technology at Fox Television and more recently at SportVision. I don't know if there's anything I could do to help, but I'd sure like to. Ironically, we were looking for an email solution for the Swan 431 we just purchased when we ran across the *Latitude* article on SailMail. I have two thoughts:

1) We have a 160-acre hillside horse ranch here in San Luis Obispo which might be a perfect site to host a SailMail station.

2) The actions of PinOak really piss me off, and I'd be really happy to support the cost of any legal action SailMail may need to take to defend itself. Having recently sold *Xing to Real*, I fortunately have some money, so I hope Stan will let me know if I can help.

Howard Gordon
San Luis Obispo

↑↓ GET OUT OF THE KITCHEN

I have the following to say about PinOak's efforts to put the nonprofit SailMail out of business.

1) As a licensed serviceman and holder of an Extra class amateur license, I recently investigated a customer's complaint regarding his inability to contact PinOak. After verifying proper operation of his equipment, I contacted PinOak via a landline. It turns out that the problem was the absence of operating personnel at PinOak. This resulted in the customer having to needlessly pay for three hours of labor at \$59/hour.

2) During a recent voyage of the schooner *Magic* from San Diego to Hawaii, then on to Victoria B.C., I received daily messages from *Magic* — with the exception of three or four days when they suspended ops in the interest of conserving battery power. Likewise, they reliably received my traffic. *Magic* used

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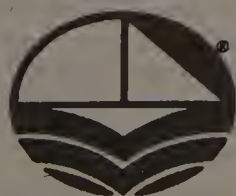
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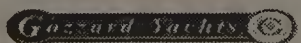
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LETTERS

SailMail.

3) It is my intention to do everything I can to assure the continued operation of SailMail. Our economic system encourages competition. If PinOak can't stand the heat, they should get out of the kitchen.

Pete Kantor
Friday Harbor, WA

WE WELCOME SAIL MAIL

Would you please send me an electronic copy of last month's *Sightings* article that describes the efforts of PinOak to get the F.C.C. to shut down SailMail? PinOak is a for-profit provider of maritime e-mail communications while SailMail is a nonprofit provider of maritime e-mail communications — one that has proven extremely popular with cruisers. I want to post the last 10 paragraphs of that *Sightings* on the WA6OYC bulletin board. WA6OYC is the ham equivalent of SailMail which operates on SSB. We have 10 boats from Oakland YC in Mexico this season, and all of them use SailMail as well as Ham e-mail.

I also want to send the article to the other stations in the Winlink network. There are currently over 90 Amateur Radio stations around the world that participate as Internet Gateways for cruising hams. As you certainly know, one of the things Amateur Radio operators are legally prohibited from doing is conducting any business over ham radio — such as managing finances back home. This is where SailMail has filled an important gap at an affordable price.

We at WA6OYC welcome the efforts of Stan Honey and SailMail, and look forward to his being able to install more stations.

Rich Beckett
Trustee For WA6OYC
Oakland Yacht Club, Alameda

Rich — We're happy to send you a copy of that Sightings and encourage everyone else to pass it around, too.

SUE ME, PLEASE, PIN OAK

Perhaps Mr. Detwiler — aka "S-T-A-L-I-N" — of PinOak recalls the eventual toppling of an empire based on fear and bully tactics, a toppling that left the better part of a continent shattered. The former Soviet Union is now a crippled entity — as PinOak will be if they continue to treat sailors the way they have treated SailMail. Why doesn't PinOak simply provide a better service rather than trying to eliminate a tiny competitor so useful to cruisers? Frankly, I think PinOak should be spelled PinHeads, and I call on all sailors to boycott it — as well as any other firm that seeks to limit our choice through smear campaigns and/or legal attacks.

I used to write software for lawyers, and know how much trouble one can create for a high-paying client. If PinOak tries to destroy SailMail, I hope the latter restructures, pouring their equipment and sites into newly formed non-profits, forcing PinOak to file suits over and over again to keep up with the changing names and financial managers of their org. I'll even volunteer to be CEO, CFO and Treasurer, no compensation required. After all, Statute 5047.5 of the California Corporate Code clearly states that officers of a nonprofit who receive no compensation are exempt from monetary damages. So I'd welcome PinOak to sue me — just so I could file a multimillion dollar cross-complaint!

I hope all sailors say, 'No thank you PinOak, thank you SailMail' — and then shout it through the rigging — and through e-mail to the appropriate people at the Federal Communications Commission and PinOak at <sales@pinoak.com>. After all, if we sailors fail to rattle sabers, we're likely to wind up on the

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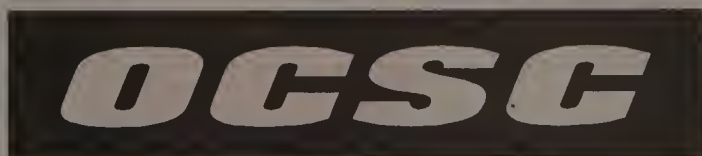
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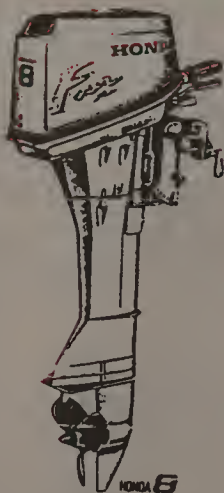
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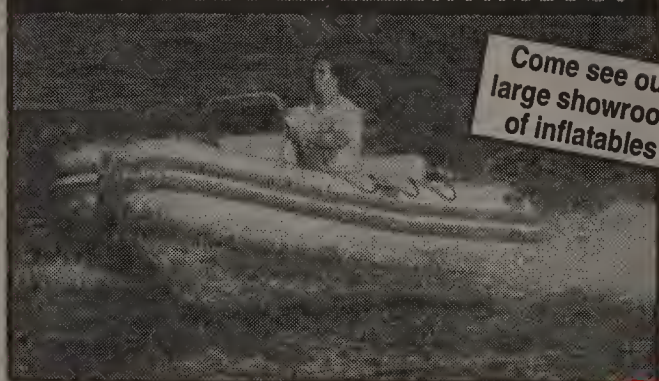
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LETTERS

bottom of legislative, judicial and product selection piles. Please make your voice and desires for choice be known from the Red Sea to D.C.!

Craig, Deb and Bella
Columbia 26 / MavCat 46 Zin
PPH, fastcode@onebox.com

Craig, Deb & Bella — Your passion is inspirational, but let's hold off on the countersuits and the concept of constantly changing nonprofit identities until we see if we can resolve this thing more amicably.

↑↓ I MADE THE LETTER MORE READABLE

A while back I wrote a letter to *Latitude* which you entitled *Out Of Her Wet Clothes And Into The Warm Shower* — or something like that. The letter was written to be a table-pounding editorial in support of family values, parental responsibilities, and the rights of children. I was pleasantly surprised by the overwhelming positive response I received.

Nevertheless, the Wanderer has pointed out that I should have been more clear with respect to some of what I wish to call the risqué innuendoes. When I first wrote the letter it was, truthfully, quite boring, and I felt few people would have bothered to read it. So I put in a boat story, a lawyer joke, and a few risqué innuendoes. My intention was to make the letter more readable, and to reach a wider audience. You printed the letter front and center — and yes, people read it.

I wish to make it perfectly clear that the risqué innuendoes were pure fiction, merely jokes. Thank you, in advance, for publishing this clarification.

Lee Riley
Sausalito

Lee — As we told our honey Amanda — after a rousing shag session with Cindy and just before the Wesson Oil hot tub party with Sage, Heather and Lolita — a lot of insecure guys embellish the number and nature of their adventures with young women. So rest assured, all but the most naive reader strained the contents of your letter through the 'bullshit filter' before accepting it as gospel truth.

↑↓ FLYING DINGHIES, FLYING LESSONS

My husband and I were intrigued by *Latitude's* dinghy article in the October issue. In particular, we were interested in obtaining more information about the Italian-made flying dinghy. How can we learn more about it and about getting flying lessons?

Valerie Birkel

Valerie — Call the Flying Boat Company of America at (727) 394-2618 or visit their website at www.flyingboatcompany.com.

According to them, the flying dinghy easily stores aboard a yacht, assembles in 15 minutes, takes off in 150 feet, requires no more than six inches of water, and can be flown to 10,000 feet. You don't need a license to fly one, but the company will arrange training in Florida or anywhere else in the world. They report over 750 of them have been sold to date.



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Bob Gay and family at the
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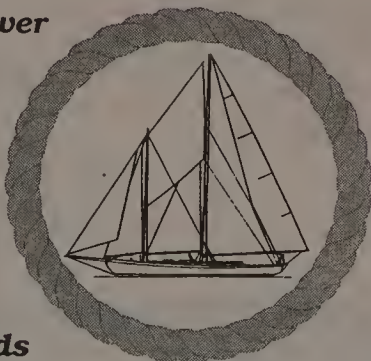
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LETTERS

We couldn't believe our eyes the first time we saw one of these flying boats, which was in the late '80s when somebody flew one over the fleet at English Harbor, Antigua. Although such a flying dinghy would be perfect for Latitude's editorial purposes, we're going to pass, as we feel we've probably already used up a lifetime of good luck when it comes to surviving rides in small planes and funky helicopters. But if somebody had the skills to operate one safely, it could be really terrific. If we remember correctly, they run about \$15,000. There's another outfit, Paraborne Aviation of Kissimmee, Florida, that markets engine driven parasails that might be a little cheaper. Contact them at <www.paraborne.com>. And since you sound like the kind of folks who might like flying beneath the surface, too, check out the SportSub, the three person submarine that's been in production since 1987. They're at <www.ivccorp.com>.

↑↓A SPECIAL WOODEN BOAT

I thought you would be interested to know that there will be a new addition to the wooden boat fleet in San Francisco Bay — *Freelance*, a 39-ft cutter rigged sloop. She was designed by Henry Gielow and built by New York Yacht Launch & Engine in 1935.

Freelance was purchased by my wife Liz and I from Ken Page at Quissett Harbor, Falmouth, MA. The boat was trailered across the country and arrived at Nelson's Boat Yard in Alameda in early November.

I first saw the boat in *Woodenboat* magazine, got some information on her, and then made an offer through Bob Trost of NorPac Yachts. Liz and I had been looking for a special wooden boat for about 18 months, and after flying back to see and sail *Freelance*, it was a done deal.

Rich and Liz Salvini
Burlingame

Rich & Liz — Congratulations, we'll look forward to seeing *Freelance* on the Bay.

↑↓TO TEST YOURSELF

I recently returned from a trip aboard *Polaris*, the Modern Sailing Academy's Islander 53 training vessel, from Honolulu to San Francisco, and wish to share my experience.



NAFTULI FURMAN

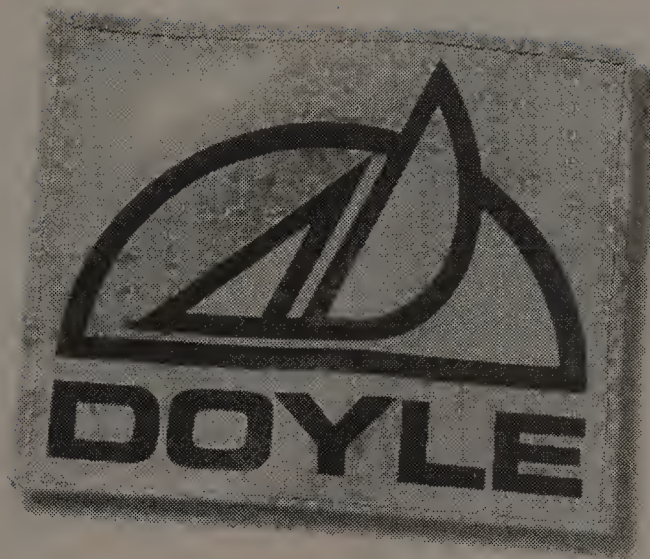
Honing skills in the open-ocean classroom.

opportunity to learn new skills. A course in celestial navigation was also part of the program.

For anyone thinking about offshore cruising but unsure — as was the case with me — such a trip is perfect. It was only a \$2,000 investment as opposed to what it would have cost to buy a boat, go offshore, and discover that you don't like it. I consider myself lucky to have made the trip, which only reinforced my desire to head out to sea. I now have a beautiful Nor'Sea 27 and will participate in the Baja Ha-Ha 2000 full of confidence and with knowledge of what to expect.

The trip also helped me learn about what equipment I might like to have on a boat. For instance, I always thought of wind-

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LETTERS

vaness as the best self-steering devices — until I used the electronic autopilot aboard *Polaris*. As a matter of fact, we used both an autopilot and a windvane, but the autopilot was easier to set and more reliable. And it worked great, no matter if there was no wind or against half a gale. I love cooking and did most of the dinners on our trip. In the process, I learned that a pressure cooker will be my best tool in the galley.

Thanks, Modern Sailing Academy, it was a great trip.

Naftuli Furman

↑↓ OZ TO AMERICA

In the last issue of *Latitude* there was a *Changes* about a couple trying to bring a boat back to the United States from Australia. I recently read — although I can't remember where — about somebody mostly motorsailing a 40-foot or so trimaran east along the equator from Australia to the United States without much problem. I think they did go north of Hawaii. They burned over 200 gallons of diesel fuel, but had their fuel stops planned beforehand. The cost of the fuel was sure cheaper than shipping the boat, and it was less hectic than sailing in the Westerlies. They even managed to do some sailing, and ran into very little heavy weather.

George Snyder
Seaker, Ranger 29
Long Beach

George — There are two problems with the concept of motor-ing east along the equator from Australia to the United States. The first is that it's about 1,500 miles from a jumping off spot in Australia — Brisbane, for example — to the equator. At the other end of the trip, it's more than 2,000 miles from the equator to the southernmost part of the continental United States. Indeed, when you sail from Australia to California, you're going almost as far north as you are east, so you can't really follow the equator.

As for the 'Westerlies', they're only found far to the north or the south. In getting from Australia to the United States, you're primarily dealing with the southeast trades in the southern hemisphere and the northeast trades in the northern hemisphere. Landfalls of Paradise by Earl Hinz is a good book for understanding the big picture of getting around the Pacific.

↑↓ OUR LOOSE AGENDA

A couple of years ago you published a small article about a large catamaran which had just arrived in the Bay Area from the Caribbean. Apparently the owners, the Edwards family of Portola Valley, had little experience on a multihull let alone a big Marquesas 56 cat.

Caren Edwards asked for anyone with catamaran skills to help her and her family learn about their boat. I responded, and my wife and I were fortunate enough to sail with her delightful family a couple of times on the Bay. We hope we helped them out some. Needless to say, we were thrilled to see the magnificent photo of them on the November cover. Obviously they made it to the South Pacific in style and comfort!

By the time you read this, we will finally have broken free after cruising the West Coast for 15 months and building up the cruising kitty. We're heading rapidly for the Panama Canal and will spend time in the San Blas Islands before heading off to Honduras and one of my favorite cruising areas, Belize. As I told my wife, the only way this boat will sail under the Golden Gate Bridge again is after sailing around the world — and returning by way of Hawaii! Our loose agenda over the next three or four years includes the Caribbean, East Coast, England and Sweden — where I have promised to take my wife's family sailing. We look forward to contributing the occasional article to the best sailing magazine anywhere.

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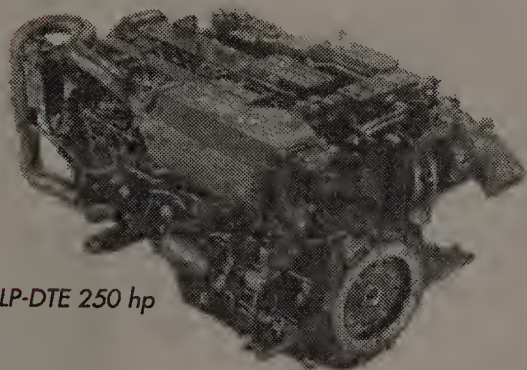
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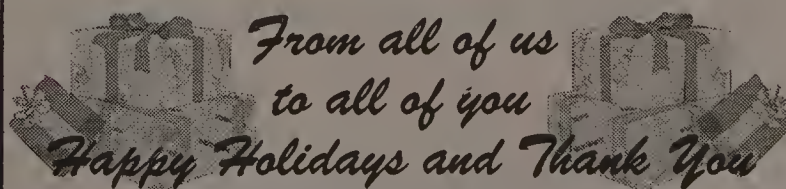
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LETTERS

P.S. Regards to our friends at Cass' Marina and Modern Sailing Academy.

Captain Jonathan and First Mate Joell White
Catfisher 32, JoJo

Ex-N. California and now ex-S. California!

Jonathan & Joell — The transition from a fast-paced business life to the cruising life can be difficult — especially for those with a limited sailing background and a couple of kids. So the Edwards made the trip to Tahiti with two crew, which was probably a wise move, particularly since they have so many cabins on their cat. Since then, they've continued on with just one crewmember. See Changes for more on their adventure.

THE AMERICA'S CUP ON THE BAY

The wind is pretty much always great for sailing in Central San Francisco Bay, but what about the container ships? If either AmericaOne or America True brings the Cup back to San Francisco Bay, where would the course be? Would they ask that all shipping be stopped during the races? Sailing outside the Gate would be another option, although it would bring on another host of problems. An America's Cup race to the Farallon Islands and back would certainly be different.

Does the host yacht club get to define the course?

Neil Kaminar
Voluspa, Challenger 35
Santa Cruz

Neil — The defending club does get to choose the site of the course, but the site and the course must be within certain relatively tight parameters. The course, for example, is usually three windward and three leeward legs of about three miles each. In any event, you can rest assured that it's not going to be a Farallones Race.

We don't know what course Dawn Riley's America True Syndicate is thinking about if they emerge victorious — and they're doing quite well, aren't they? — but Paul Cayard's AmericaOne Syndicate has already published a proposed course between Treasure Island and the Cityfront. One of the main features of the course is that it would allow for the maximum amount of spectating from shore. Such a course would, of course, interfere with the normal path of inbound shipping. Nonetheless, we suspect that the Coast Guard, bar pilots, and the shipping companies might be more than receptive to help accommodate such a terrific event.

UNTIL THE DAY BEFORE CHRISTMAS

I thought it was time to send you a thank you letter for all that you and your magazine have done for me. I'm the fellow who had the brain problems while in Mexico last December and January.

Yvonne and I have done the Ha-Ha the year before, which we really enjoyed. We then spent a year in the Sea of Cortez, mainly at Marina de La Paz. Mary Shroyer and her crew were great to us. Starting in the spring, we spent several months moving around the Sea of Cortez and did both Sailing Weeks. It was a lot of fun. After a couple of great weeks around Santa Rosalia, we sailed over to the Sea of Cortez where we stayed until the weather drove us south. We spent October in Mazatlan, where we met up with several friends from the Ha-Ha, and by November we had made it to the Puerto Vallarta area — which we really enjoyed!

At least we really enjoyed it until the day before Christmas when I had a slight problem with my brain. I had some bleeding, which caused me to pass out. I was rushed to the Amerimed Hospital before they transferred me to the main hospital in



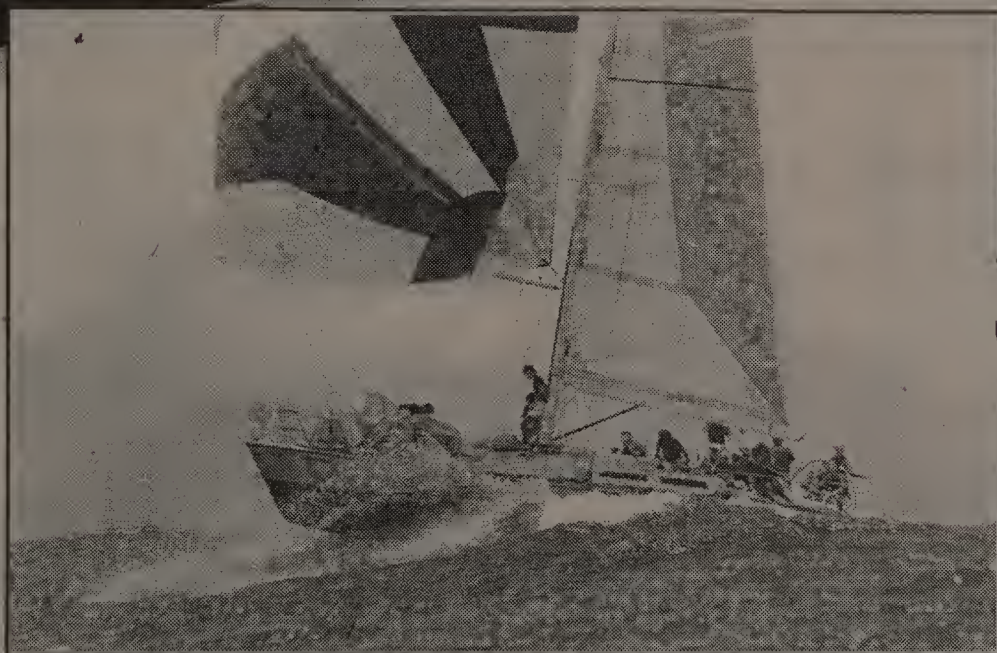
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LETTERS

Guadalajara where I underwent brain surgery.

Everyone in Puerto Vallarta was such a help, in taking care of me — and Yvonne — and helping offset all the expenses. I later learned that the Wanderer, in his capacity as the Grand Poobah of the previous Ha-Ha, refunded our entry fee. I was shocked, as the event had ended more than a year ago and Yvonne and I had a great time.

Fortunately, all has gone well. Yvonne and I are now in Radford, Virginia, and our boat is at Myrtle Beach, South Carolina. What comes next is only a guess, but at least I'm alive and have a second chance.

Tom and Yvonne Gaines
Amola, Newport 41
Radford, Virginia

Tom & Yvonne — Returning the Ha-Ha fee was the least we could do. Having not heard anything for almost a year, we — and your many cruising friends — were kind of assuming the worst. We're all delighted that you got that "second chance" and are doing better. It's a good reminder that each one of us ought to make the most out of every day.

↑ A SOUR TASTE FOR THE FIRST TIME IN MANY YEARS

We just walked out of West Marine in Sausalito with your latest issue and noticed a letter about the mega-store. As is the case with the author of the letter, West Marine was also our starter store in the early years. Things change as we grow older, of course, and sometimes not to our liking.

For example, I recently called the West Marine 800 number to order a \$499 solar panel and \$119 water pump to be picked up by us at the Santa Cruz store a week later. "Can't do that," said the person on the phone, "it's a new policy." Apparently all orders have to be sent to an address now; you can't just pick them up in a store. Also, you now have to pay for shipping — even if you live next door to the store. Fortunately, the person at the 800 number gave me the number of the Santa Cruz store and I was able to make an arrangement with Dave, the store manager, to pick the items up a week later.

Our next shock: When my wife and I arrived at the Santa



A hot time on the ol' Riviera.

Cruz store a week later, the \$499 panel was now \$569, and the \$119 water pump had shot up to \$144! We were told that the West Marine catalog only comes out once a year and the disclaimer for prices quoted in the catalog is on page 576. In the end, the manager did roll back the computer-generated higher prices back to the catalog. But after all the hassle, for the first time in many years we left West Marine with a sour taste in our mouths.

In August, we visited the new Las Vegas store and found it to be a delight. The couple from Marina del Rey who are running

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LETTERS

it, Antony Teffer and Linda, are very knowledgeable. Too bad that the store — or at least a third of it — is clothing and not the hard core nuts and bolts boater stuff. In this new era, one must remember West Marine is on the NASDAQ and stockholders want their investment to grow rapidly. I wonder if Defender will be the next one to fall?

On another subject, this summer we lived for a month on the waterfront in Port Dorcé in Villefranche, which is just to the east of Nice, France. We've visited many times and just love it! On a day in late July, my wife looked up from our balcony and couldn't see the sky. As it turned out, a power boat in this small bay went up in flames and blew two people into the water. Then the wind started to push the vessel into the crowded anchorage, and a lot of anxious boaters were seen hustling around trying to get their boats out of the path. After burning for what seemed like forever, with thick, black smoke billowing over the town, the fire finally got to the waterline, and the boat sank near the waterfront. We guess the people in the boat were picked up. St. Jean Cap Ferret is in the background in the picture.

One last note, this one from Mexico. Last April in Puerto Vallarta, we hit up an ATM machine for \$300 — and were charged a \$20 fee by Inverlet Bank! Another friend of ours was charged \$16 by Bancomer to get funds from a U.S. account. I guess Mexican banks are way ahead of U.S. banks on big fees now. By the time you read this, we'll be back on our boat, which has been summering at Nuevo Vallarta in Banderas Bay. We can't wait!

Alan and Beverly Nixon
Keoke, Vancouver 42

Alan & Beverly — Obviously, there was some misunderstanding with the person answering the phone at West Marine. Pat McNamee of the Sausalito store advises that there is absolutely no problem with ordering an item through the 800 number and then picking it up at one of the stores. We believe McNamee, because we've recently done just that.

As for the discrepancy in the catalog price and the current price you were asked to pay, it seems to us there might be room for blame on both sides. After all, obviously sophisticated consumers such as yourselves have to realize that no company can send a catalog off to the printer in November of '98 and be able to guarantee the prices of gazillions of items through April of '2000. On the other hand, when you place an order, the West Marine rep should make it clear what the current price is. In our experience, they've been good about it, but maybe the rep working with you forgot.

McNamee says the one new West Marine policy that many customers are grumbling about is having to pay at the time they make special orders. But doesn't that seem fair? West Marine hasn't been making customers do that in the past, and the result is that each store has been ending up with many special order items customers never bother to pick up. We confess that we've been guilty of it ourselves. What then happens is that West Marine has to go to the considerable time and expense of shipping the stuff back to the warehouse and restocking it — they then pass on the cost to customers in the form of higher prices.

As for the Las Vegas West Marine store having less boat gear than the West Marine store in San Diego, that's a no-brainer. You might as well ask Wal-Mart why they don't stock as much patio furniture at their Juneau stores as their Phoenix stores.

The bottom line is that we don't own stock in West Marine, we're not apologists for them or their policies, and frankly we have no idea what the heck they're doing opening up stores so far from the ocean. But we will make the following statement: West Marine revolutionized the chandlery business, and while no revolution is perfect, theirs has generally been very, very good

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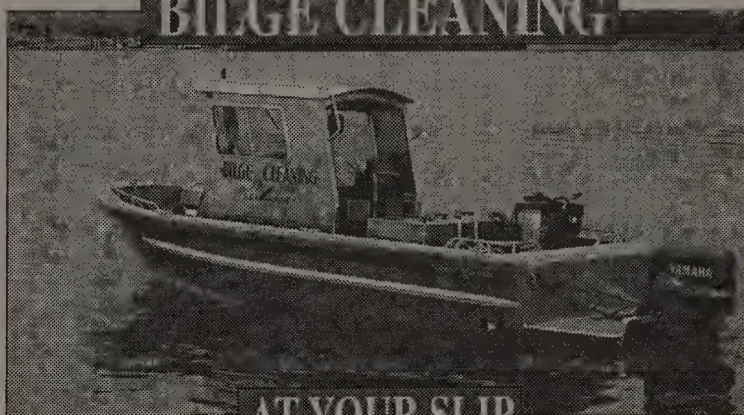
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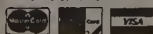
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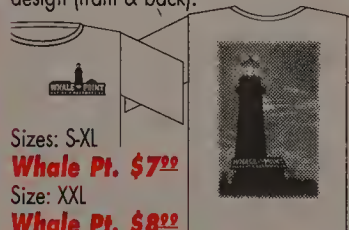
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LETTERS

for consumers. Just ask anybody who was around before West Marine was.

And if you really want to appreciate West Marine, the next time you're in Nice, Villefranche, St. Jean Cap Ferret or Monte Carlo, check out the chandleries there. You'd have to go to 20 little disorganized shops to find all the stuff carried in a single West Marine store. And lots of stuff would be out of stock, the prices would be outrageous, and you'd be stone cold out of luck if you wanted to return stuff. Frankly, we're delighted that there's West Marine — and their competitors who help ensure that we customers get the best deals possible.

Our nominations for the biggest banditos in the world? The banks and telephone companies of Mexico. We carry cash to avoid the former, and are seriously thinking about getting an Iridium satellite phone to avoid the latter.

COASTAL MONOHULL

In the October issue, Steve, a San Diego reader, asked about monohulls that were suitable for coastal cruising. I'm not sure about San Diego, but I have the impression that the J/35 is fading as a one design class in the Bay Area. As such, they may no longer command the stiff one design premium and be a great buy.

My wife and I cruised in the Northeast in chartered J/35s for a total of 12 weeks between 1984 and 1989. We found the boat to be extraordinarily easy for two people to sail — contrary to what you might think from seeing the full crew of jocks normally racing one. Steering one makes you feel like King S_t. It does what you want almost as soon as you think of it.

If a couple that already lives together is sailing, the lack of privacy below is not an issue, and the boat's V-berth — if it has one, and most do — is huge. If I were to buy a J/35 for cruising, I'd do two things to adapt the rig: 1) Remove the luff spar and have hanks put on the jibs, and 2) Get a sock for the spinnaker. If you only jibe in light air you won't need it, but it reduces stress, and avoids one consequence of overconfidence. Don't ask me how I know that. If someone were to take a J/35 to Mexico, they'd need a bladder bag to carry additional water.

P.S. I've gone more than 20 years now without a car, a television or a website.

Rodney Myrvaagnes
J/36, Gjo/a

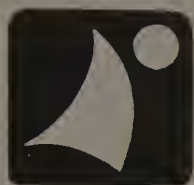
ABOVE AND BEYOND

On our migration south to Mexico aboard our Spray 48 Chez Moi, we stopped at Santa Cruz so I could take my son out for a daysail. But as soon as we cleared the breakwater, we lost headway because the prop shaft had separated from the coupling. Since no quick fix was possible, we dropped the hook in the middle of the swimming area and called Vessel Assist. Brian was there in about 10 minutes — as were the Coast Guard and the Harbor Patrol — and towed us back to our end-tie.

Careful inspection revealed that a local boatyard had improperly installed the coupling: the shaft had been inserted too far into the coupling for the set screws to align with the holes in the shaft. When the key backed out of the coupling, there was nothing to lock the shaft in place. There didn't seem to be any serious damage, and I considered just driving the key into place and locking it in with a hose clamp. My wife Victoria, however, has better sense and insisted that I call Tom List of List Marine in Sausalito. He'd installed the engine before the shaft work was done.

I called List at 0730 on Monday morning and explained the situation. He was very concerned about our plans to go to Mexico, so by 1400 he had located a replacement coupling, and by 0700 the next morning he was onsite beginning repairs. De-

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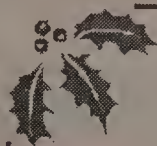
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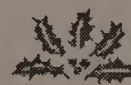


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LETTERS

spite appearances, the old coupling was trashed. By lunchtime on Tuesday, my prop shaft was once again secure and in perfect alignment.

I would like to thank the Harbor Patrol, the Coast Guard, and Brian of Vessel Assist for getting us back to port safely. And I can't say enough good things about Tom List. I doubt that many people would have driven from Port Costa, List's home, to Santa Cruz in the wee hours of the morning to fix a prop shaft on such short notice. His efforts were above and beyond the call of duty. Lastly, I'd like to thank my First Mate, Victoria. I was lucky I listened to her, because she was right.

John M. Guimont
Chez Moi, Spray 48
San Jose

↑↓NOMINAL FEE

The September issue of *Latitude* contained a letter from Rich 'The Red Baron' Paulsen of El Cerrito entitled *Paying, Paying, Paying*. It addressed the City of Richmond's decision to charge a user fee for launching and/or parking in the city's launch ramp parking lot.

Paulsen is correct when he states that the facility — which consists of a four-lane launch ramp, parking lot, restrooms and grounds — was built through a grant from the state Department of Boating and Waterways (DBAW) using boaters' tax money.

Richmond has a fine facility, but it must be maintained. Funds are not allocated by the state for maintenance, and the boaters in slips in the water do not use these facilities. How then are the maintenance and upkeep to be funded? Many years ago the state gave public marinas the approval to charge for parking and launching. For 18 years Richmond didn't charge for these things, but we now have to. The proposed fee, which is nominal, has been approved by DBAW and the Richmond City Council. The state is well aware of the need to maintain what has been built for the boating community, and therefore allows such charges.

It's unfortunate that Paulsen will no longer launch from Richmond, since it is so close to his residence. But if he decides to launch at the next closest facility, which is Berkeley, he'll discover that they also charge for use of their facility.

Sharon L. Woods
Harbormaster, City of Richmond

↑↓THE HA-HA: A BUNCH OF PARTYING DRUNKS ON THEIR FIRST OVERNIGHT SAIL?

Shame on me! I entered this year Ha-Ha rally for one reason only: to have a definite date for our departure to Mexico. I'd become so proficient in procrastinating that I'm thinking of naming our dinghy *Afterthought*.

I did have some apprehensions about the Ha-Ha, however. A seasoned sailor, I'm on my way to work with missions around the world — and the last thing I wanted was get involved with a bunch of partying drunks on their first overnight sail. I don't know where I'd come up with this vision of the Ha-Ha, but I do know that others shared my concern.

So what was the Ha-Ha really like? I have never met a nicer group of people — and they are truly deserving of the 'sportsmanship of the decade' trophy. Skippers and crews continually went out of their way to help and encourage each other. I learned a lot from them — especially how judgmental I can be. In addition, the rally was run in a relaxed but professional manner. The 'no whining policy' and seamanship demonstrated would make many racing circuits green with envy.

I want to thank our crew, Tom Cox of Olympia and Ken Olson of Seattle, for being so patient with me. You guys set a record



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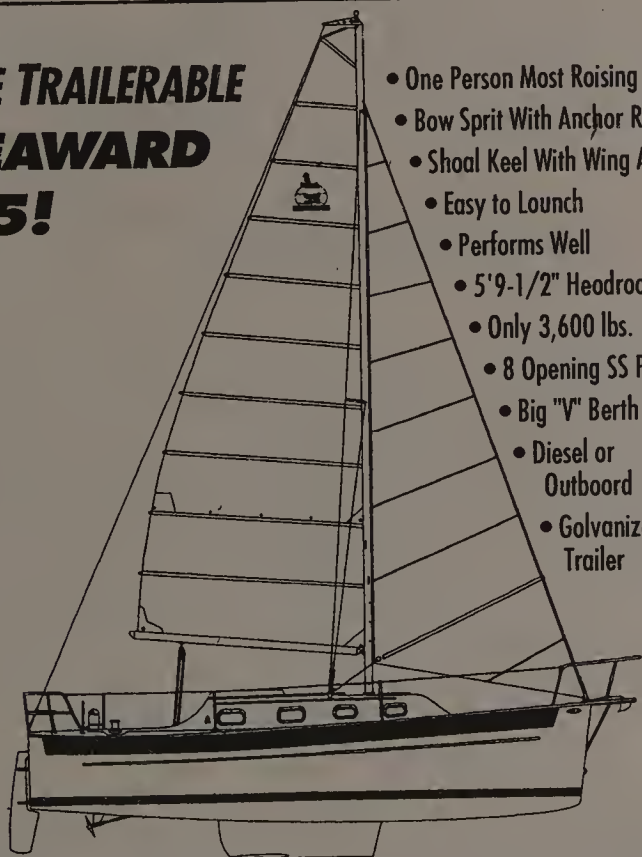
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LETTERS

for night sail changes. I also want to thank Kimberly, who put up with the most. I don't know how you do it, but thanks for sticking by me. Lastly, I want to thank all the great folks who played a part in organizing the event and all those who participated in it.

Milo 'Chip' Coldren
Eleftheria, C&C Landfall 38
Mexico and beyond

Milo — Thanks for the kind words. We at Latitude are probably responsible for the inaccurate impression many sailors have of the event. For one thing, we tend to write about the boats that have mishaps and problems — for the same reason the New York Times writes about airplanes that crash as opposed to ones that complete their flights without incident. The truth is the over-



'Soul Sailors': Milo, Kimberly, Jeff and Debbie.

whelming majority of Ha-Ha boats are well-suited for the passage and the crews are competent. Indeed, to date they have been over 1,000,000 person/miles completed in the Ha-Ha, yet no boats have been lost and there have never been any serious injuries. There was one death two years ago in Bahia Santa Maria, of course, that due to a massive heart attack. The folks at the Ha-Ha are proud of the safety record.

As for the parties, the Ha-Ha folks are pleased that they started and have remained G-rated, and that participants with wild and crazy impulses have waited until reaching Squid Roe in Cabo before indulging in them. What people do in there is their own business. The Ha-Ha folks have also been pleased with the way participants have handled alcohol, as they loathe irresponsible drinkers. To date they haven't been any alcohol problems at any of the parties. The Ha-Ha is about safety, fun and friendship.

As readers will learn later in the issue, Milo and his crew aboard the C&C Landfall Eleftheria, and Jeff and Debbie Hartjoy aboard the Baba 40 Sailor's Run — seen in the accompanying photograph — were the only two boats to sail the entire Ha-Ha this year. Given the light winds on the second leg, and the fact that neither own high performance boats, these were fine examples of sailing skill and perseverance. We salute both boats and crew for the real Ha-Ha spirit.

↑↓TILTING COMPASS CARDS

Ronn Hill's September letter about the tilting compass card reminds me of the time I flew to Australia with a 'hockey puck' compass. When I pulled it out of my pack to get my bearings, I found the compass card pressing hard against the case — and wondered if it had been wrecked by some kind of newfangled airport X-ray machine. The problem seems to stem from the fact that the internal magnet of the earth creates magnetic lines of force that aren't parallel to the surface of our earth — except

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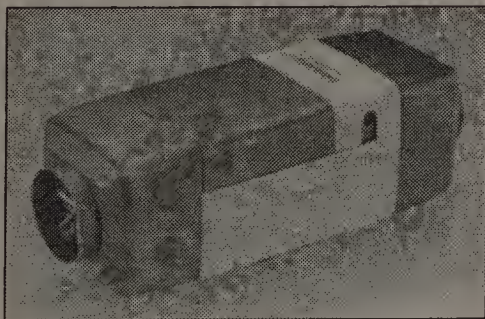
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LETTERS

at the equator — and at higher latitudes tend to pull down more towards the center of the earth.

I found that the magnets in my 'hockey puck' compass were placed off their gravitational balance point to compensate for the downward pull of the earth's magnetism for northern latitudes. So I took the compass apart, repositioned the balance point of the magnets, and everything worked fine — except that I never quite sealed the case from losing its kerosene-like liquid filling.

If I visit a California chandlery and ask for a compass that will work in the southern hemisphere, I get a blank stare. But some compasses have a code letter on the box for the region in which they are meant to be used. A compass with a heavy card positioned well below the bearing should not have the balance problem of some of the lightweight 'hockey pucks' — which might explain why this phenomena is not more commonly known.

Bob Maginnis

Jbar

Moss Landing

AS LUCK WOULD HAVE IT

My parents are currently cruising in Costa Rica and are berthed at the Banana Bay Marina in Golfito. A couple of weeks ago, my wife received a call from the U.S. Coast Guard indicating that my parent's EPIRB had been activated, and they wanted her to confirm their location.

My wife isn't much of a sailor and had no idea what the Coast Guard was talking about or why in the world they would be calling her. You see, I'm the one with all the information on my parent's trip — and I had it neatly tucked away where only I could find it. But needless to say, the Coast Guard was not happy with my wife's lack of knowledge.

When I returned, my wife informed me that the Coast Guard had called and needed information. I called them back and advised that there should be no reason for the EPIRB activation. I reported that my folks were in a marina and provided the Banana Bay Marina fax number. After hanging up, I remembered that the marina had an Internet website, which I quickly called up. As luck would have it, the site included a telephone number.

I quickly contacted the marina, introduced myself, and explained the situation. The fellow on the other end said, "Wait a second while I take a look." He returned a minute later to tell me, "Your dad is on the deck of their boat right now, a beer in hand. I'll get him."

In a couple of minutes my dad was on the phone, and I told him what was happening. Baffled for a minute, he then remembered that he'd had a local worker doing some repairs and that he'd tossed their 'go bag', which may have activated the EPIRB. By the way, they store it without the antenna attached and it has an upgraded switch protector just to avoid accidental activations. Anyhow, my folks were fine and I quickly contacted the Coast Guard.

In any event, the good news was:

1) Within 30 minutes of the 'event' which activated the EPIRB, I was speaking to my father several thousand miles away.

2) The Coast Guard was *very* fast in tracking things down, and insisted that, "If you're listed as the contact, you'd best know what is going on." So all secondary contact persons must keep handy information about the traveller's they're responsible for. I now keep that information posted for all to see.

3) The EPIRB worked as planned — even without the antenna attached.

For what it's worth, I was very impressed by the whole thing.

Chip Prather
California

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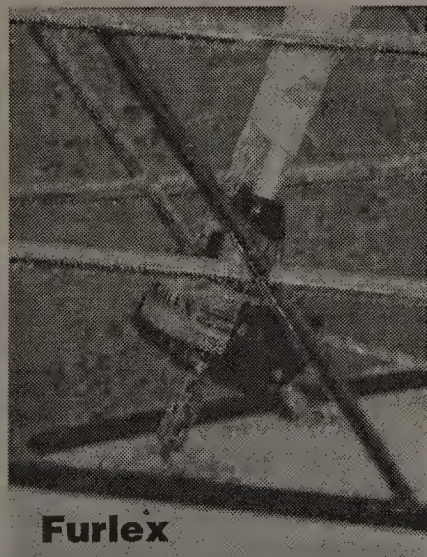
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LETTERS

↑↓ PARA-ANCHOR PROBLEMS

I just wanted to say 'right on' to your response in the November issue to Mike and Joyce Creasy's letter about Para-Anchors. I also read the *Yachting World* article you referred to, and am glad to see people relating their personal experiences in using sea anchors.

Having deployed a Para-Anchor off New Zealand in no more than 25 knots, my experience is that they are far more difficult to deploy and retrieve than expected — even with five strong guys working at it. I'm also glad to see that people are addressing the motion there is when lying to a sea anchor, and how much stress it puts on the rudder and steering system.

From our experience, I think that in most conditions actively sailing turns out to be the safest and most comfortable tactic. It is essential, however, that cruisers have the physical endurance to steer 'one hour on, one hour off' for many hours in heavy conditions. I was amazed, for example, at how many cruisers in the 'Class of '99' that we met in the South Pacific were proud of the fact that they hadn't steered by hand — except for entering and leaving port — since leaving Mexico. Many relied almost entirely on autopilots and windvanes. While these are fantastic tools for short-handed cruising, steering by hand is often critical in storm conditions, when the breaking wave from a different direction is the real danger that can't be sensed by an autopilot or vane.

By the way, I think that Steve and Linda Dashew did an amazing job of covering storm sailing in their new book. So many valuable ideas and illustrations! I just hope people will read the book before buying and outfitting their offshore cruising boats.

Thanks, too, to *Latitude* for running the Mexico Cruising Itinerary article. Since we're just planning our first trip to Mexico enroute to Panama, the timing was excellent! I really like the way the article was broken down into different scenarios, depending on how much time one has.

John Neal and Amanda Swan
Mahina Tiare
Friday Harbor, WA

Readers — John and Amanda just returned from another season of offshore sailing seminars, taking students with them on various passages between New Zealand and Washington by way of Alaska. After another winter season of weekend seminars, the couple will head to Mexico, Panama and Europe.

↑↓ SHIP BY SMITH

In the last issue, a reader asked about shipping a boat to the Northwest from either Florida or Texas. For what it's worth, I'm currently in charge of having a Hylas 47 shipped from Smithfield Boatyard in Fort Lauderdale to Tacoma. The owner inquired about me delivering her from Florida to Tacoma by sea, and I quoted \$22,000 and two months. I got trucking quotes from \$10,400 to \$15,470, not counting the \$2,500 it would cost to have the yard prep the boat to be trucked. I'm using the Smith Company of Arizona, and I'm trusting they won't drop the boat.

By the way, I've been doing quite a few deliveries of used Santa Cruz 50s for Bill Lee's Wizard Yachts. Only 28 of them were ever made, but at between \$150,000 and \$180,000, they seem to be very popular — especially downwind.

If I can help anyone with trucking information from Florida, I can be reached at (949) 646-5516.

Capt. Lu Dale
Newport Beach

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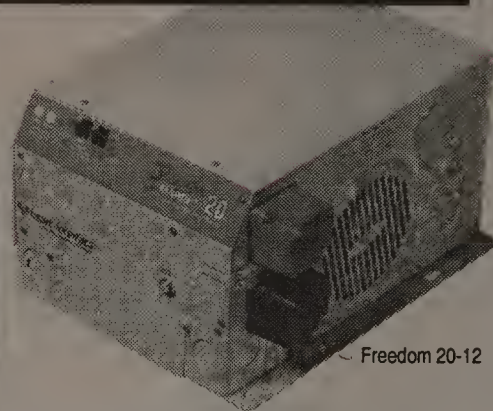
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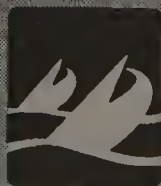
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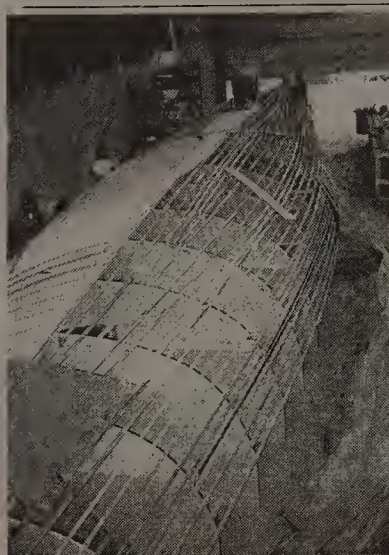
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LOOSE LIPS

Fundraising bash.

As we have been reporting, Alameda's Bruce Schwab is aiming at being on the starting line of next fall's Vendee Globe race with a new Tom Wylie-designed 60 footer, which has started construction up in Oregon. On December 12, Bruce is hosting a fundraising bash at the Encinal YC, and everyone is invited. For a \$20 donation at the door (kids free), attendees will have a chance at several nifty raffle prizes donated by sponsors of the *Made In America* syndicate: gear bags, a free haulout at Svendsen's Boat Yard, a carbon fiber spinaker pole, dinner for two at Linguini's in Alameda, and a complete dinghy building kit from MAS Epoxies. There's even a 'surprise musical guest' who may show up. Come by and meet the team, pick up some *Made In America* and *Wocket Wear* logo clothing and help Bruce make it to the race. For more information, check out the website, www.rigworld.com, contact Bruce at (510) 562-4466 or rumbleseat@earthlink.net — or just show up. See you there!



COURTESY BRUCE SCHWAB

The Wocket takes shape.

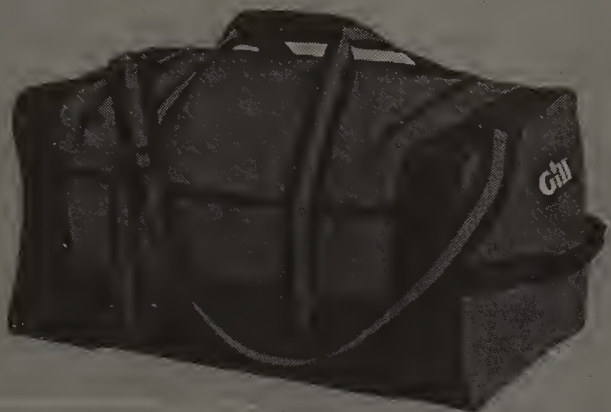
Christmas book reviews.

There were an astounding number of maritime titles published in 1999. So many that we basically just picked the ones we'd like to see under our tree come Christmas morning. Hey, at least we admit it. As in the past, we also confess up front we have not read all these volumes. But all got at the very least a good pawing through. Books make great gifts, and if none of these ring your bell, stop by your favorite marine bookstore and check out some of the new books we didn't include here — or take the easy way out and just give gift certificates.

The Annapolis Book of Seamanship (John Rousmaniere, \$40) — What can we possibly say about the best general sailing book ever written? Well, we can say that this third edition is truly updated and revised with all-new sections on GPS, multihulls and women in sailing. The core information is still all there, too, augmented with many new illustrations. If you could only own one book on sailing, this is the one it should be.

Blue At the Mizzen (Patrick O'Brian, \$24) — Despite our premature obituary a couple of years ago, Patrick O'Brian lives on. Now 85, and after more than 20 years, he continues to crank out new installments of the Aubrey/Maturin series, of which this is the latest. To devoted fans, it won't really matter where Jack and Stephen are off to this time. If you're as hooked on this magnificent seafaring series as we are, there's only one course of action: crank up the fireplace, plop down in your favorite armchair and get on with it. If you're a newbie, start at the beginning with *Master and Commander* and work your way up to *Blue At the Mizzen*, the 20th book of the series.

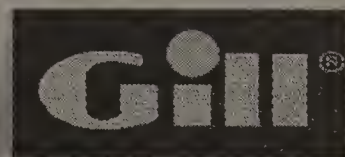
Enterprise to Endeavour: The J-Class Yachts (Ian Dear, \$45) — "We had heard that these great racing contraptions often came into inner harbors for the amusement of the public, but we could scarcely believe our eyes when we saw them actually do it." So spoke an observer of the J-Class yachts, at an average 130 feet in length, the largest levelley raced sloops ever built. This is a great reference for the legions of fans that re-



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LOOSE LIPS

main 60 years after the J's heyday, with good explanations of the technical aspects and neat tidbits like noting the two *women* skippers who regularly steered these big boats.

Fatal Storm (Rob Mundle, \$25), **Hard Chance** (Kim Leighton, \$20) and **Knockdown** (Martin Dugard, \$25) — All three of these books deal with last December's infamous Sydney-Hobart Race, which was hit by a weather 'bomb' that plastered the fleet with 90-knot winds and three-story waves. Of 115 boats that started the classic run across Bass Strait, only 44 finished. Seven were abandoned, five sunk and six sailors died. Reading all three of these volumes might be a bit of overkill, but each seems well written and worth the time. If we had to pick one, it would be Mundle's *Fatal Storm*. An Australian journalist, he has written about the race for 30 years and done three Sydney-Hobarts (though not this one).

Godforsaken Sea (Derek Lundy, \$23) — This powerful book deals with the men and machines that take on the Southern Ocean in the world's most grueling sailing event, the Vendee Globe. This singlehanded, nonstop race around the world takes participants far into the southern latitudes where they must fight fatigue, mountainous waves and gear failure while sometimes dodging icebergs. Lundy follows the travels and travails of the 1996-1997 fleet as Mother Ocean gradually whittles the fleet of 16 down to only six official finishers.

The Hungry Ocean (Linda Greenlaw, \$23) — Sebastian Junger's 1997 book *The Perfect Storm* engendered an unlikely interest in the swordfishing trade out of New England. But this book — which details what a month at sea fishing for the elusive broadbill is really like — does more than simply ride the coattails of that fine volume. It is written by the skipper of one of the boats noted in *The Perfect Storm* (the *Andrea Gail's* sistership, *Hannah Boden*), which right off the bat brings an authenticity to the subject matter that Junger, a landsman, could not. And then there are the surprises: that the author/skipper happens to be the only woman captain in this hard and dangerous profession. That she is a college graduate who chose fishing over a cushy desk job. And the best surprise of all, that she is a damn fine writer. *The Hungry Ocean* is not only readable, it is downright good.

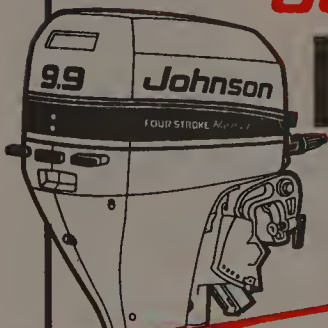
Learning the Ropes (Eric Newby, \$35) — If you're a fan of square riggers, you'll love this one. Eric Newby went to sea on one of the last of the windjammers (*Moshulu*, now a restaurant in Philadelphia) and chronicled it with words and photographs. The pictures of the ship laboring under a force 11 gale (taken from aloft no less) are worth the price of admission alone.

The Mariner's Book of Days 2000 (Peter Spectre, \$13) — Spectre's *Book of Days* has intrigued, beguiled and entertained us ever since he first came out with these handy datebooks a decade ago. This edition, like all the rest, features handy nautical tips, facts and traditions on every page which, as always, begs the question: where does he find all this stuff?

No Shoes Allowed (Jan De Groot, \$7) — This is one little paperback we plan to have permanently in the shipboard library. Short, friendly and often hilarious, it's a compilation of vignettes about the chartering life, told by the owner/operator of the famous Caribbean charter yacht *Ring Anderson*. If you've ever chartered, worked on a charter boat, or seen the movie *Captain Ron*, you'll get a big kick out of *No Shoes*. It's a great book to have aboard for guests who are looking for a quick read, too.

Rough Water (Edited by Clint Willis, \$17) — The subtitle, *Stories of Survival From the Sea*, tells what's between the pages of *Rough Water*, but doesn't really prepare the reader for the sometimes heartwrenching tales gleaned from such contempo-

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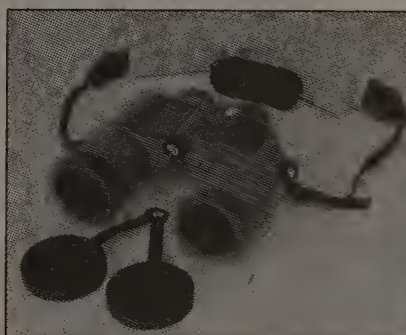
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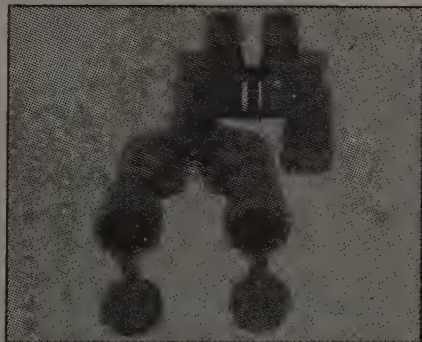
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LOOSE LIPS

rary writers as Sebastian Junger, such sailors as Robert Knox-Johnston, such blows as the Queens Birthday Storm of 1994, and such horrors as an eyewitness account of the last hours of the *Titanic*. Batten down the emotions for some heavy going.

Red Sky in Mourning (Tami Oldham Ashcraft, \$19) — Oldham and husband Richard were 1,600 miles southwest of Hawaii aboard their Trintella 44 *Hazana* when Hurricane Raymond hit. When it had passed, the boat was dismasted, the engine disabled and Oldham was alone — her husband's safety tether had broken and he was gone. In telling the story of how she sailed the jury-rigged *Hazana* to Hawaii, Oldham says her intent is not to scare off would-be cruisers, but to remind them of the importance of knowledge and safety.

The Seaworthy Offshore Sailboat (John Vigor, \$30) — We've seen a lot of books in the 'how to sail offshore' genre, but this one was by far the most enjoyable to read. Vigor will instantly be known to *Latitude* readers as author of the 'Renaming Your Boat' article of years past — the most requested reprint in our archives. He is just as clever and creative with this book, which addresses all the usual subjects with liberal doses of candor, experience and humor. He doesn't estimate the costs of items in dollars, for example, but a commodity most sailors are more familiar with, beer: "For the price of about 60 beers, you can buy a simple, handheld GPS..."

A Single Wave (Webb Chiles, \$23) — Back before the purveyors of 'extreme sport' were even born, Webb Chiles made a series of sailing voyages that could easily have been called extreme. "Insane" would be more accurate — except that he survived them. Like sailing a basically stock Ericson 37 around the world via Cape Horn. Or an open 18-ft boat most of the way around. Or treading water for almost 24 hours when his deliberately scuttled boat sank out from under him in the Gulf Stream. *A Single Wave* is basically a compilation of Chiles' 'greatest hits' from his previous books, and as such makes for some of the most compelling reading we've done all year. Highly recommended.

Surviving the Storm (Steve and Linda Dashew, \$70) — We reviewed this book in our October issue for the simple reason that we were so impressed with it. Along with information on storms through early 1999, this 672-page epic is crammed with personal accounts, in-depth research and some of the best storm-tactic illustrations we've ever seen. Through the magic of computers, the latter show actual storm conditions with computer-generated sailboats showing the right and wrong ways to handle them. Even if you are never going anywhere near the Southern Ocean, *Surviving the Storm* is riveting reading, and will go far toward your understanding of how to handle heavy weather.

Three Years in a 12-Foot Boat (Stephen Ladd, \$16) — Regular readers will recall our review/interview with Steve Ladd earlier this year. Now a modest, unassuming city planner living in Seattle, from 1990 to 1993, Ladd sailed, rowed and drifted a 12-foot boat some 6,500 miles down the Mississippi and Orinoco Rivers and up the windward islands of the Caribbean. Perhaps the best part of the trip for the reader of this delightful self-published book is that Ladd is as entertaining a writer as he is adventurer. A great read.

The Voyage (Philip Caputo, \$26) — It occurs to us now and then that the dearth of maritime novels is not because there are no stories to tell, but because the true stories are plentiful and generally much more exciting than fiction. That said, *The Voyage* looks like it's up to the challenge of holding readers. Written by a veteran author who obviously knows his way around a boat, it follows the fortunes of three rich New England broth-



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LOOSE LIPS

ers who sail to Cuba in the early 1900s, and whose dark secret is not revealed for nearly a century.

Yachting's Golden Age, 1880-1905 (Ed Holm, \$65) — "To get the marrow out of yachting," noted a sage observer in 1890, "requires leisure, patience and money." From those opening lines, this lovely, big book traces the evolution, opulence and enjoyment of some of the most spectacular American yachts ever built. After reading it, you'll understand why nonsailors still think anyone who owns a 'yacht' is a rich, stuck up SOB.

Sailing in a winter wonderland.
(to the tune of *Winter Wonderland*)
Halyards ring, are you listening?
On the Bay, breeze is whistling.
You know we're insane,
To raise that new main,
Sailing in a winter wonderland.

In the river, it is blowing twenty
And, my God, I think I might get wet
There must be something happening on the TV?
A sail today? I'd just as soon forget!

Later on, we'll perspire
As we drink by the fire
My toes are still numb,
Boy were we dumb
Sailing in a winter wonderland.
(Found, saved, lost, refund and reprised — finally — from
the December 1991 Snipe Bulletin.)

What defines beauty in a sailboat?

We were surfing the internet last month, looking for one thing and as usual finding a whole bunch of other stuff. Among the rubble was this pearl — a response to the question above. We found it so eloquent that we immediately emailed its author for permission to share it with you. . .

A boat is exactly like a motorcycle in one sense: once you're on it, you can't really see it. It's the ride that matters to me — wind in your face, feel of the water, smell of the morning... all that jazz.

If you want to know what's pretty, read what Olin Stephens says — "It's personal". A fine sheer line from a 1930s classic makes some people ooh and ahh, while a Beneteau Oceanis 32 has all the features that turn other people on. A classic racer means no room to party for some people and a Beneteau means no grace to a classicist critic. A lot of freeboard looks real good if you're onboard more than 4 hours a week. Classic lines look great if you're racing each weekend, then going home to your own bed. You just need to like what you see, and you need to like how it performs for you.

What's beauty? Watching the sun set from the deck of whatever is yours.

— Dan

Please disregard the invitation sent last week. . .

The christening party for Corinthian YC's new shoreboat had to be canceled. The boat had been passed its final sea trials with flying colors and was on its way back to the factory for final finishing when its trailer was rear-ended by a logging truck. A replacement is currently under construction.

Boat name of the month.

John Long, a dentist in San Luis Obispo, sails a Cape Dory sloop named *Tooth Ferry*.



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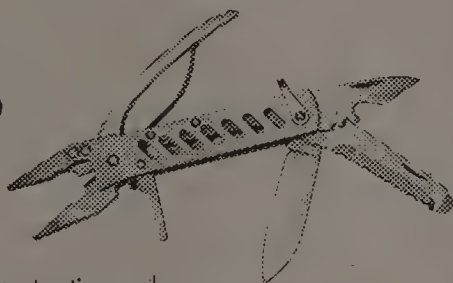
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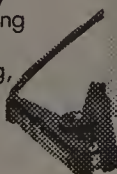
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SIGHTINGS

late season hurricane hits caribbean

The residents of the Eastern Caribbean who got pasted by hurricane *Jose* in October took consolation in the belief that it would at least be the last hurricane of the season. Unfortunately, they were mistaken. In mid-November, hurricane *Lenny* lashed much of the Eastern Caribbean with up to 120-knot winds and 30-foot seas. This strongest November hurricane in Caribbean history arrived just two weeks before the end of the 'official' season. When it did, it claimed a total of 14 lives — three of them sailors. It destroyed hundreds of homes, hotels and businesses, flipped countless small planes, washed out cruise ship docks, and knocked out power, water, and phones on many islands.

continued on outside column of next sightings page

local sailor lost

We are saddened to report that veteran Bay Area singlehander David Poole was apparently lost at sea off Alaska last month while solo cruising his Swede 55 *Bird*.

Poole, 55, of Mountain View, sailed actively in the Singlehanded Sailing Society through much of the '90s, and rarely missed a Doublehanded Farallones Race. Though David was a low-key guy who eschewed undue attention, it was never hard to pick out his lean and lovely boat, one of the larger



in alaska

craft to sail in local shorthanded races.

Poole set out for Alaska in September and was last heard from on October 25. He was reported missing by his girlfriend Barbara Aschenbrenner on November 5, after she had not heard from him in 11 days. That day, a Friday, Coast Guard Station Sitka searched Glacier Bay by helicopter and issued radio broadcasts asking mariners to report any information they had regarding the where-

continued middle of next sightings page



REUTERS

hurricane — cont'd

Although not the most powerful or well-travelled hurricane, *Lenny* was particularly destructive for two reasons. First, it travelled slowly and then stalled in one place for nearly two days, sending enormous seas to all parts of the Caribbean Sea. In addition, it started inside the Caribbean and then — in violation of all Caribbean hurricane rules — headed to the northeast! This meant that the western shores of the islands — which are usually protected and where almost all the development has been — were exposed to the full impact of the waves and wind.

Lenny's huge seas brought death to places hundreds of miles away. For example, three people were killed on the coast of Columbia, four on Guadaloupe, one in Puerto Rico, and another in Antigua — and the real fury of the storm didn't even approach those places. In St. Martin, where it did, three were killed.

The property damage was even more widespread. Down in St. Vincent, the seas knocked down part of the main jetty and ripped the roof off the \$20 million cruise ship dock that was to have opened three days later. On the distant French islands of Martinique and Guadaloupe, 400 people were left homeless and boats thrown as much as 150 feet inland. Way, way down in Grenada, the foundation for the new multi-million dollar fishery complex in the capital was washed away, and many boats destroyed. Even further away, Dawn Stone of the Sausalito-based *Dawn* in Trinidad reports that one of the luxury hotels on nearby Tobago was severely damaged. In the far western Caribbean, the Stone family aboard the Sausalito-based *Wylie 65 Saga* were spooked by the seas. After all, nobody will soon forget what Mitch did to that region last year, killing 25,000.

The damage was much worse, of course, closer to the storm center, which started about 300 miles southwest of St. Martin. As *Lenny* moved directly toward St. Croix, it became the most powerful November hurricane in Caribbean history. Although it did damage to a cruise ship pier that had finally had the damage done by *Luis* in '95 repaired, and although some boats — such as the one in the accompanying photograph — were thrown up on shore, everyone was surprised at how little damage occurred. In the only humorous aside we found when compiling this story, we're told that the planks on the dock at the St. Croix YC are all numbered, so after hurricanes fling them around, they can be found and put back in their proper places.

At the height of the storm, two sailors off the coast of St. Croix aboard the 42 foot sailboat *La Vie En Rose* — Steve Rigby, 54, of New York, and Carl Wake, 43 of Bradenton, Florida — advised the Coast Guard that they were abandoning the boat and getting into a liferaft. The 120-knot hurricane sat on their last known position for nearly 24 hours. Wake's body was later recovered near Saba; Rigby's body hasn't been found.

As *Lenny* continued in the weird northeast direction, it created even more devastation. A large Russian freighter carrying cement was grounded against El Morro fortress, Puerto Rico's most famous landmark. Down in Nevis, a banana carrier was tossed ashore and the Four Seasons Hotel suffered terrible damage. Both the U.S. and British Virgins were pretty much spared, but then the hurricane parked for nearly two days in the small area bounded by St. Martin, Anguilla, St. Barts, St. Kitts, Saba, Statia and Nevis. While the 100-plus knot winds were not overwhelmingly powerful, they were relentless.

Two sailors aboard the St. Martin based 65-foot sailboat *Frederick* found themselves caught aboard in the worst of the storm. In the middle of the night, the boat capsized. Despite 120-knot winds and 30 foot seas, the two men — neither of whom was wearing a lifejacket — clung to the raft. One of the men eventually disappeared, but after nearly 18 hours the other was saved by a Coast Guard rescue swimmer.

As we got to press, it's hard to assess the damage in the places *Lenny* stayed the longest — St. Martin, St. Barts, Anguilla, St. Kitts and Statia. St. Barts is said to have come through quite well, as the seas primarily hit on the mostly undeveloped southern shore. A day

continued on outside column of next sightings page

SIGHTINGS

hurricane — cont'd

later, the French military were laying new phone lines over the mountains! Some parts of Anguilla were reported to be under 17 feet of water, and several of its ultra luxury hotels suffered severe damage. Other places came through with minor damage. It was also a mixed bag over in St. Martin, where planes were flipped, shipping containers knocked into the sea, and waves poured across the main street of Phillipsburg. Some hotels reported light damage, others said they would be closed until after the new year.

The shock waves of *Lenny* were also being felt all across the United States and Europe, as the Millennium celebrations were less than six weeks away. With every single bareboat in the region having been booked for at least a year in advance, sailors who've invested small fortunes in Millennium Caribbean sailing vacations were left wondering if their reserved boats had survived. And what's going to happen to those whose charter boats were destroyed.

sailor lost — cont'd

abouts of Poole or *Bird*.

The same day, a fishing boat found a refrigerator that was eventually traced to *Bird*. On Sunday, the Coast Guard helo was joined in the search by the cutter *Liberty*, a Coast Guard C-130 and members of the Juneau Civil Air Patrol Squadron. A number of pieces of flotsam including a lifejacket and tote bag suspected of coming from *Bird* were recovered.

Despite the strong suspicion that *Bird* had foundered, the Coast Guard continued to search through Sunday and Monday, with no luck. The search was called off at dusk on Monday.



hurricane — cont'd

As we go to press, the reports are incomplete — but encouraging. The majority of bareboats work out of the British Virgin Islands and St. Thomas, and very few of them had any damage. The fleets in Antigua and the French Islands of Guadeloupe and Martinique are reported to have done very well also. The real question is St. Martin, a major charter center. We were able to get the following reports, although nobody had any real details.

The Moorings: Dorothy Geer reports that there were no injuries to charter clients or staff, and no boat's sunk at the company's base at Oyster Pond. Other than a hauled boat that was dismasted, there were only scrapes and dings. Geer reports that St. Martin is recovering quickly and that they expect to be fully operational by December 5.

Sun Yacht Charters: A representative in Maine advised that boats at their bases at Anse Marcel and Oyster Pond suffered some "bumps and bruises", but nothing too bad. "We didn't lose any boats."

Sunsail: Scot West reported that all of their bases in the Caribbean were operating normally — "except for St. Martin." Their base at Marigot did suffer damage to the infrastructure, but details weren't known. "We plan to be open again in two weeks," said West. "When *Luis* hit, we had to close for three months, but this was a minor hurricane by comparison."

Our hearts go out to all sailors and residents of the Caribbean. We'll be with you for the New Year to try to help revive spirits — and the economy.

massive search for lone sailor

About 3 a.m. on October 27, the Coast Guard registered a 121.5 EPIRB hit from a position 575 miles west of Cape Mendocino. A Coast Guard C-130 was launched to investigate, arriving in midmorning. Homing in on the beacon in huge seas and 60-knot winds, they spotted an estimated 30-ft sailboat, dismasted, with one person aboard. The lone man waved, but did not appear to be in distress. The boat was drifting more or less beam-on to the seas with what appeared to be the sails and rig trailing to windward. The C-130 dropped a package containing a radio, but the man was unable to retrieve it. The plane made several more flybys — each time having to home in on the beacon signal to find the white boat in the spray — then had to return to base. Its relief arrived three hours later to find. . . nothing.

In the following five days, a massive search covered the area. Four aircraft went out that first day, including two Air Force planes. Thursday through Sunday, there were three flights a day. A Coast Guard cutter was dispatched, but didn't arrive in the area until Saturday morning. It — and its onboard helicopter — joined the search. A research ship diverted the first day and stayed in the area searching through Saturday. By that time, a man had called to report his father, 59-year-old William Hunter, had left Hawaii 5 weeks before on a Yamaha 25 and not been heard from since. Debris found in the area was traced to Hunter's boat, and the search was called off on Monday.

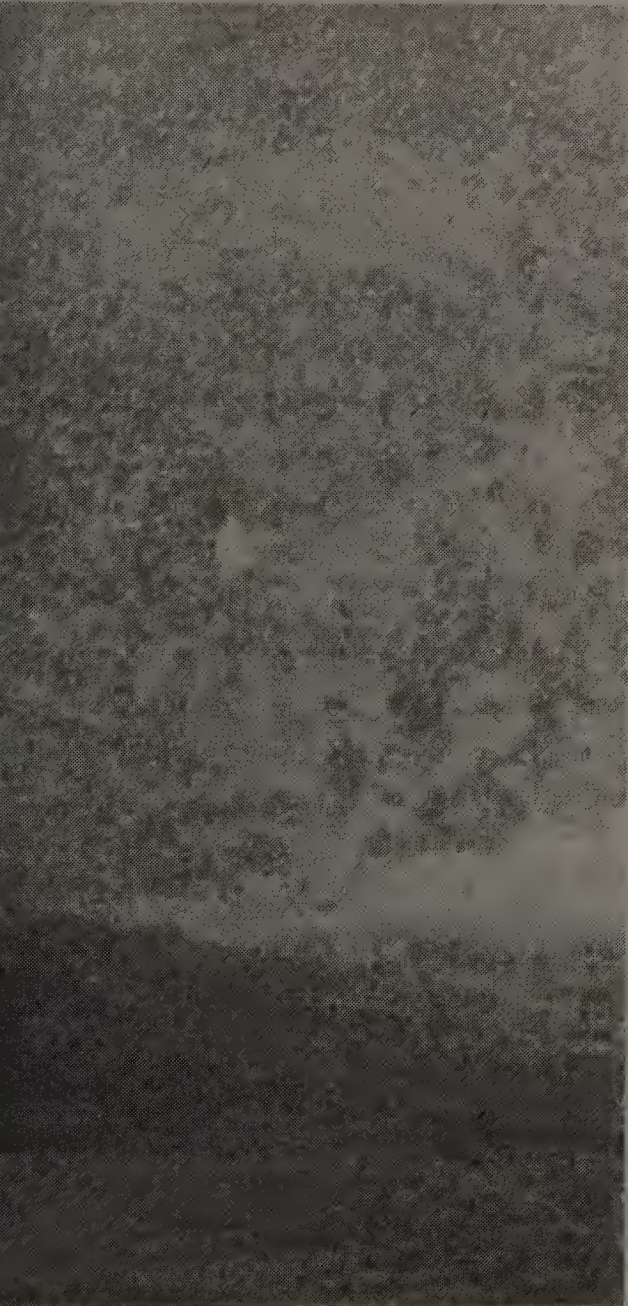
For anyone who still thinks the Coasties spend more time on high-profile cases, "This one cost more than JFK Jr., a lot more," says Chief Bill James at the Coast Guard Command Center. "I remember hearing that the JFK search cost \$250,000 or \$300,000. In this case, we passed that mark by about the third day."

convergence launched

Some high-flying dreams took a big step toward reality last month as champagne sprayed over the bow of the new Open Class 50 *Convergence*. As mentioned in our May '99 issue, this is the boat two Bay Area sailing partners plan to sail around the globe in two of the world's most prestigious and demanding sailing events, next year's Vendée



You think setting a spinnaker is hard when it's windy on the day? Try it on a pitching 75-footer with no lifelines in the Mauraki Gulf when the wind is "blowing the oysters off the rocks." Just another day at the office for Paul Cayard and crew on 'AmericaOne,' though. Our wrapup of Round II of the Challenger Series starts right after Sightings.



PHOTOS BOB GREISER

continued on outside column of next sightings page

convergence — cont'd

Globe and the 2002-'03 Around Alone Race.

Partners Bob Gay and Fred Hess, both of Alameda, conceived the project soon after the 1998 Singlehanded TransPac. (Fred did the '96 Solo TransPac on the Pretorien 35 *Bravo*. He sold the boat to Bob, who raced it over to Hawaii in '98 and the two have been fast friends ever since.) Using his contacts in international business development, Gay secured backing for the project from Lucent Technologies. El Sobrante, naval architect Jim Antrim was chosen to draw the boat (whose 'working name' before launch was *Ascend*), and she was built up at Jim Betts' shop in Truckee.

Convergence arrived in the Bay Area in late October and was christened on November 13 by Bob's wife, Cindy, who managed not only to break the (real) champagne bottle on the first swing, but to spill some of her own blood when glass shrapnel from the bottle cut her leg. (We figure that's worth extra luck for the boat, but our *Latitude* tip of the month: If you're going to launch a boat, wear long pants or buy one of those scored bottles with the net around it.)

The boat was due to sail for the first time in late November. After a short shakedown, Bob will sail her to Hawaii and back as his qualifier for the Vendee Globe, which starts next November in Les Sables-d'Olonne, France. For those of you unfamiliar with the Vendee, this is a triennial singlehanded, nonstop, 24,000-mile around-the-world race that attracts some of the biggest names in solo sailing. Fourteen to 18 boats usually start; half finish. Officially anyway — any outside assistance or stops result in disqualification, but competitors who have to stop often complete the race unofficially.

"The Vendee is a war of attrition," says Gay. "We wanted a boat that was strong enough — and safe enough — to survive it."

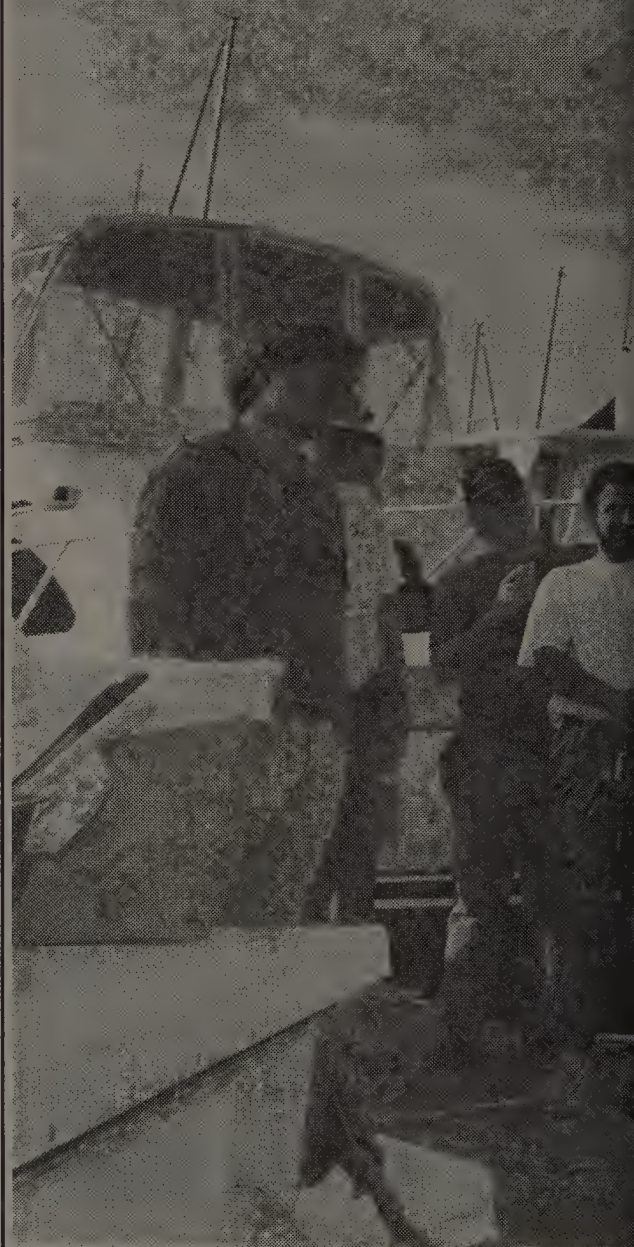
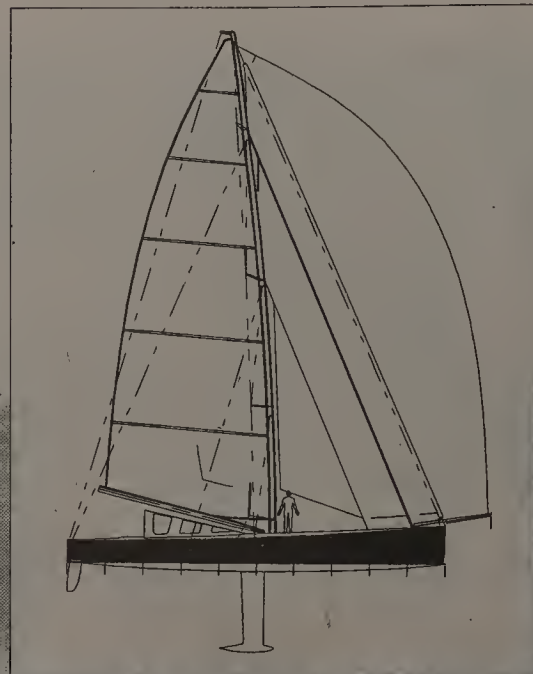
Even to the untrained eye, *Convergence* is obviously strong. The hull is a 1 1/4-inch-thick sandwich of pre-preg carbon fiber, balsa and a layer of kevlar and S-glass. ("We used Elmers exterior-grade everywhere," jokes Gay, "you know, the good stuff.") The unpainted interior is expertly bonded and faired into a solid whole.

The attention Antrim paid to safety is more subtle to the casual eye, but equally as impressive. With the French Open-Class boats amassing an infamous record in the last 10 years of capsizing and staying upside down, Jim reached deep into his bag of tricks to make sure *Convergence* regains her feet if one of those Southern Ocean graybeards trips her up. She has a slightly narrower beam than an equivalent Finot boat, for example, and that beam rolls onto the hull in an easy, rounded sheer which adds strength, reduces windage and helps the boat not 'trip' over a sharper hull-to-deck joint. The large cockpit roof and watertight mast are also contribute to the boat's anti-capsize arsenal. The walls of the carbon fiber mast were even beefed up to survive a 360-degree roll. Perhaps the neatest trick is built into the water ballast system: vents that exit through the cockpit roof double as drains if the boat is inverted.

In fact, *Convergence* — a high-tech term referring to the synchronization of all the networks in a computerized system — is a unique boat from just about any angle. Her waterline is only 5 inches shorter than her 50 feet LOD. She's 14' 3" wide and draws 12' 3". Sail ready, she displaces only 15,900 pounds (a Santa Cruz 50 is about 18,000), carries 6,200 pounds of ballast in her bulb and 4,000 pounds of shiftable water ballast. Sail area (main and jib) is 1,500 square feet. Although Open 50s and 60s have been in and out of the Bay before, *Convergence* is also unique in being the first one ever designed, built and launched here. She is also the largest monohull from Jim Antrim's design board to have been built to date.

The other significant departure from her French counterparts is pricetag. "We're not doing this on a champagne budget," notes Gay. "That's one of the reasons we built a 50-footer instead of an Open 60. That's why we have external halyards and the interior is rough. She's built for what she does, and she's strong enough to do it well."

As far as his participation in the Vendee, Gay notes "I have no plans on winning. I have no plans on losing, either. But I *will* make it."



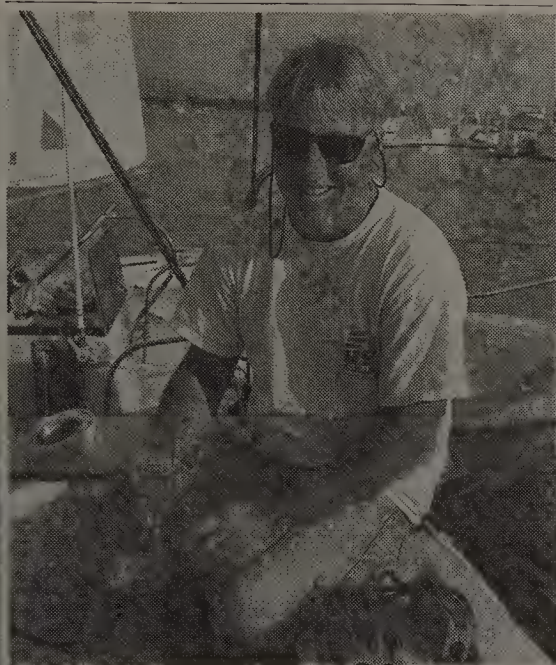
hot pursuit

If all goes as planned, one of the most striking yachts in Northern California will sail again next year — for the first time in three decades!

For the last several years, passersby have watched a hive of activity going on aboard the Sausalito-based 82-ft M-Boat *Pursuit*. Work has included the building of a new boom, rebuilding of the stem and, most recently, the laying down of a new teak deck. Last month, we stopped by to admire the new deck and check in with owner Ron MacAnnan about the ongoing restoration of the vintage beauty.

"The boat has needed a new deck for a long time now," says MacAnnan. "Even back when we did the '69 TransPac, you needed foulies in the galley!" Last year, it was finally time to face the music.

continued on outside column of next sightings page



Below, Cindy spills bubbly (and a little blood) on 'Convergence's bow before an admiring crowd. Above, Bob "this is not a champagne budget" Gay. Left, Antrim's plans contain all kinds of neat tricks.



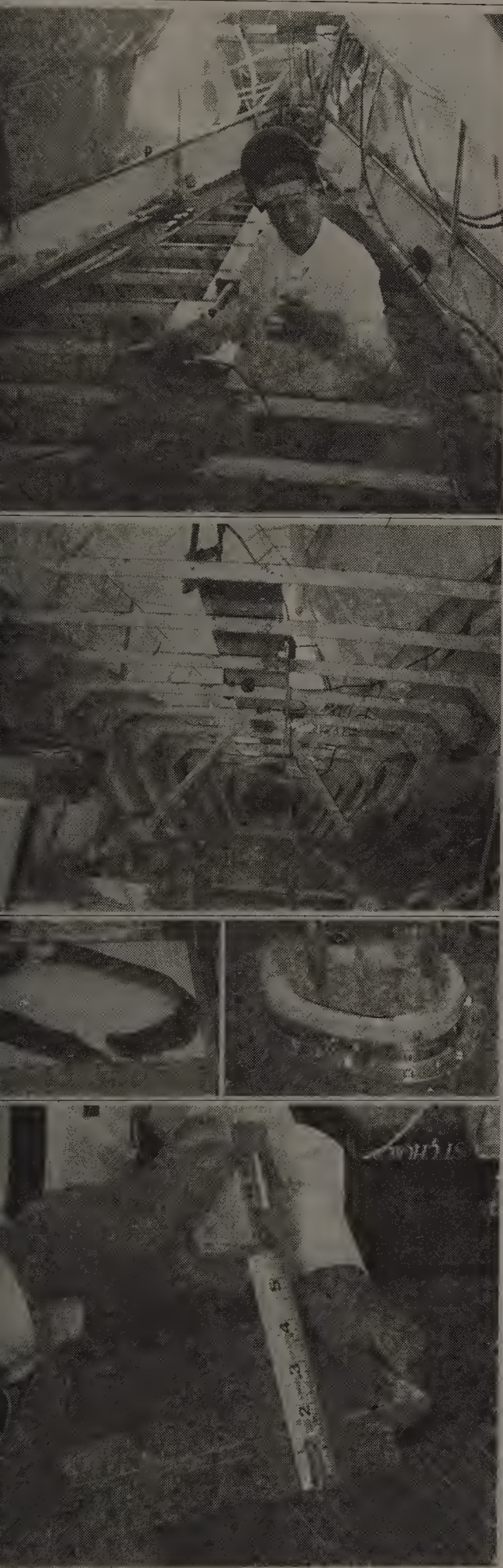
SIGHTINGS

new deck — cont.



Above, 'Pursuit' shows off her new deck. Right, top to bottom, owner Ron MacAnnan hard at work; the boat features steel frames throughout; old and new mast trim rings; the three layers of new decking add up to 2 1/4 inches!

new deck — cont'd



MacAnnan and a small crew (including Luciano Muller, Jim and Jackie Whitbread and John Myers) started removing the old deck in April of 1998. The new deck was declared "done for the winter" this past September, almost a year and a half later. In between was enough work to kill off many younger men, but at 74, the robust MacAnnan was right in the thick of it, working seven days a week welding steel deck braces, fabricating parts such as a new mast ring and, as he puts it, "playing the guinea pig" for a high-tech decking system.

We'll get to that in a minute. First, a short history lesson. *Pursuit* was one of three Ms built at the famed Abeking & Rasmussen yard in Germany. Constructed of mahogany planking over a steel framework, she was launched in 1929 as *Avatar* — M-11 — for 'semi-rich' owner Floyd Carlisle. "The M-boats were short-lived toys for the semi-rich," explains MacAnnan. "If you were really rich, you bought a J-Class. Those not quite that rich had M Boats." At any rate, M-11 (of 12 to 17 M-Class yachts built, nobody seems to know the actual number) did a lot of racing and pleasure sailing in her first three decades. The former includes wins in the 1948 Ensenada and 1960 Acapulco Races; the latter, several years of Catalina cruises with movie stars such as Clark Gable, Burt Lancaster, David Niven and Shirley MacLaine aboard. There were a few 'lost years' in there, too, during which the boat changed names a couple of times and moved from Europe to the East Coast, and finally to Southern California. Sometime probably in the '40s, one forgotten owner had her original straight-planked white pine deck covered with a sprung teak one. (In a 'sprung plank' deck, the planks follow the sweep of the sheer and meet in the middle at a notched king plank.)

At the urging of longtime schoonerman and friend Merle Peterson, MacAnnan "got a wild hair" and acquired the boat in Southern California in 1960 for \$33,000. He brought *Pursuit* north to his native Bay Area the same year, and she's been berthed in Sausalito ever since. MacAnnan, then in his mid-30s, campaigned the big sloop (96-foot mast, 3,250 square feet of sail) actively for the first 10 years he owned her, with her last sail being that aforementioned '69 TransPac. He and

continued on outside column of next sightings page

ANATOMY OF A DECK

The first 'subdeck' layer of red cedar was cut, fit, drilled, screwed and glued down. Besides being lag-bolted through the frames from the bottom, each plank was edge-fastened every 16 inches and glued. Weldwood plastic resin glue was used for its ease of cleanup from below with a warm, wet rag.

After the sub-deck was down and faired, a middle layer of 9mm Sapele (African mahogany) Bruynzeel plywood went on next. This was also screwed and glued, this time with West-system epoxy. Each piece was also scarfed 3" on the ends and sides, rendering the finished mid-deck layer essentially a single, monocoque element which contributes a great deal of sheer strength to the structure of the boat. The topside of the ply was sealed with epoxy primer and Devco steel ship paint, a high-build epoxy barrier.

The 2" by 3/4 inch teak planking went on next. But in order to maintain the watertight integrity of the mid-deck plywood, no screws were used. Instead, runs of four planks 12 to 15 feet long were cut and fit. Then Simson BC bedding compound was troweled on and the planks were quickly positioned in the 20-minute window before it went off. Mostly because of the extensive preparation — which included cleaning each plank with acetone or alcohol — this was the most time-consuming part of the decking project. The team averaged about four planks per side per week. (In straight planking, you start from the middle and work your way out to each side.) To hold the planks down, 80-pound buckets of sand or water were placed on each freshly-laid section.

Following that, each seam had to be meticulously cleaned, primed and taped. MacAnnan opted for white caulking between the planks. It's cooler underfoot and below decks, expands and contracts less, "and I'm tired of looking at black seams," says Ron. One hundred and seventy tubes of Simson DC and a sand-off later, the major phase of the redecking of *Pursuit* was complete.

spring storm on the saus' waterfront

his first and second wives lived aboard during that time and for 20 years afterward, finally moving ashore about 10 years ago. Unfortunately, as his various businesses — the first as a general engineering contractor who built everything from roads to bridges to dams, the second as owner/operator/'fixit' man for the Horizon and Ondine Restaurants in Sausalito — demanded more and more time, *Pursuit* assumed back burner status.

But as the familiar sign affixed to the bow to placate curious tourists proclaims: "Not for Sale." MacAnnan always intended to get the old girl up and sailing again, and since he sold the restaurants two years ago and is now "full-time 'retarded'", he has been working diligently toward that goal. If all goes as planned, *Pursuit* will sail again next summer. The new honey-colored deck really seems to be the kiss of the prince that has awakened this sleeping beauty — and that's just at the dock. One can only imagine how spectacular the sight of her sailing will be.

The new deck is composed of three layers (see sidebar for details), the topmost of which is not mechanically fastened in any way. It's held on purely with a high-tech 'goop' made by the Simson Company of Florida. That's where the guinea pig thing came in.

Neither MacAnnan nor primary project carpenter/shipwright Jeremy Fisher-Smith (of Fisher-Smith Boats in Inverness) wanted to compromise the integrity of the middle plywood layer of the deck by driving screws into it. Then one day Ron Anderson gave MacAnnan a tube of Simson, explaining that it was a European product used some on the East Coast, but rarely out west. Fisher-Smith finally tracked down a yard in British Columbia that used the product regularly in construction and really liked it. He explained what they wanted to do and the Dutchman in charge assured him, "Ya. Dat sounds goot."

"It was a giant leap of faith for both Ron and I," says Fisher-Smith. "But neither of us wanted to breach the subdeck membrane, so we decided to give it a go." It turned out to be a long and even more tedious process than imagined — each plank had to be cleaned of natural oils several times with acetone or alcohol, for example — but the result is beautiful, and probably as weather-resistant a teak deck as any that's ever been laid. As for the proof in the pudding, "Come back in 10 years and I'll tell you how it's lasted," says MacAnnan.

All that's needed to complete the deck job is the reattachment of hatches, winches and other gear that will undergo refurbishment over the winter. Other than that, the only changes the cold months will bring to the restoration in progress aboard *Pursuit* is that the work parties will concentrate on projects below decks rather than above.

We'll keep you updated on the refit as work continues.

hi, we're calling from 100 miles off the coast of mexico

We were just south of Ensenada on the second morning of the Ha-Ha, and having irreparably shredded our only large spinnaker, faced the dreadful prospect of sailing nearly 700 miles to Cabo drastically underpowered. The only possible solution to our predicament was a long shot: If there was some way we could reach one of the sailmakers in San Diego, they might have an old SC 50 or SC 52 chute they'd rent us. And if the late-starting *Second Life* was still at Pearson's Fuel Dock, there might be some way to get the sail to them so they could deliver it to us in Turtle Bay.

But how to reach these people? We could have tried to contact them on SSB radio via KMI, but with all the potential arrangements that would have to be made, it would have been absurdly difficult, time-consuming and expensive — assuming we'd be able to get through at all. After all, AT&T has been trying to shut the station down. So that

continued on outside column of next sightings page

squashing

Ever wonder what happens to those gigantic, prize-winning pumpkins you see on TV every fall? While most of them end up in pies or landfill, a favored few get one last fling at fame at the Giant Pumpkin Regatta on Stiles Pond in Boston. There they are fitted with custom plywood 'decks' and 3-horse outboard motors.

The actual racing is not exactly the America's Cup — hull speed for the big boys is about 3 knots — but everyone has a bunch



the competition

of fun and all the money raised goes to charity.

Three racers came out this year, with a 798-pound 'maxi' owned by Alan Reynolds taking the win. In second was a medium-displacement 630-pounder and bringing up last was a 400-pound ULDV (ultra light displacement vegetable). The event raised \$2,000 for Parkinsons research.

"People do a lot of good with giant pumpkins," noted one event organizer.

calling — cont'd

wasn't much of an option. Fortunately, we had a second one — thanks to the folks at Motorola, who had become Ha-Ha sponsors and were kind enough to loan the committee one of their satellite telephones that uses the Iridium system. What a perfect opportunity to test it!

After contacting three sail lofts in Southern California, we managed to speak to Keith Lorence at North Sails. He said North didn't have any such spinnakers laying around, but that he himself had one under the bunk of his boat at the San Diego YC. Furthermore, he said he'd be happy to rent it to us. After discussing the dimensions, we decided it would be a little small and that the colors would clash with our boat —

continued on outside column of next sightings page



It's a question that has plagued sailors since there were sailors: What do you do with blown-out sails? After Mother Nature took this one down for us during the recent Baja Ha-Ha Rally, the intrepid crew of 'Profligate' came up with one solution: sunblock!

LATITUDE/ANDY

SIGHTINGS

calling — cont'd

but it would be far better than nothing.

We told Lorence we'd get right back to him after calling the fuel dock and seeing if *Second Life* was still around. She was, and skipper Tony Clarke told us that he'd be happy to bring the sail down to Turtle Bay — if someone could bring the sail to his boat. So we placed another call to Lorence, who said he'd be happy to do it. As you can see from the accompanying picture taken of *Profligate* as she rounded the tip of Baja, the long shot came through — thanks to having the Motorola sat phone, the Iridium system, and the help of a couple of great guys. It hadn't been a life or death emergency, but it made our trip — in which we'd already invested a lot of time and money — much more enjoyable.

A lot of folks were curious whether the Iridium system — which has been the subject of some criticism — dropped calls and whether the audio quality was any good. In the process of arranging the sail delivery, we had to make about six phone calls — which were, by the way, as easy as using a common cell phone. One of those calls, to Mary at North Sails, was dropped. As for the sound quality, it was mostly good — although during one call to North the first thing that Mary asked was: "Are you calling on the Iridium system? I can tell because my husband used it to call me while doing the last TransPac."

During the rest of the trip, we made about 40 or 50 calls — most of them because Motorola was nice enough to foot the bill. While we failed to keep a precise log of the number of calls dropped and the audio quality, we'd estimate that 90% of the calls went through and were completed without any problem. Of those, about 80% of the time the sound quality was at least reasonably good. On many occasions the quality was as good or better than talking on a typical cell phone — and sometimes it was like talking on a land line. Moving from one side of the boat to the other or fore or aft would, in some cases, greatly increase the signal strength and sound quality. The Motorola sat phone and Iridium system worked well with our office voicemail, too, even from the crowded marina in Cabo San Lucas. Using the sat phone, we had no trouble saving, deleting or rerouting the 29 messages on our voicemail system back in Mill Valley.

Because it takes us a long time to catch on to things, we never left the phone on unless we were making a call — so we didn't receive any calls. However, we can tell you that even though the phone was off most of the time, it still managed to receive a number of email messages — which appear on the phone's small screen. It's easy to email to a sat phone using the Iridium system, but you're limited to 120 characters, so you have to be brief, resort to telex-style messages, or send repeated emails.

While there were no serious emergencies on the Ha-Ha, there were a couple of times when the sat

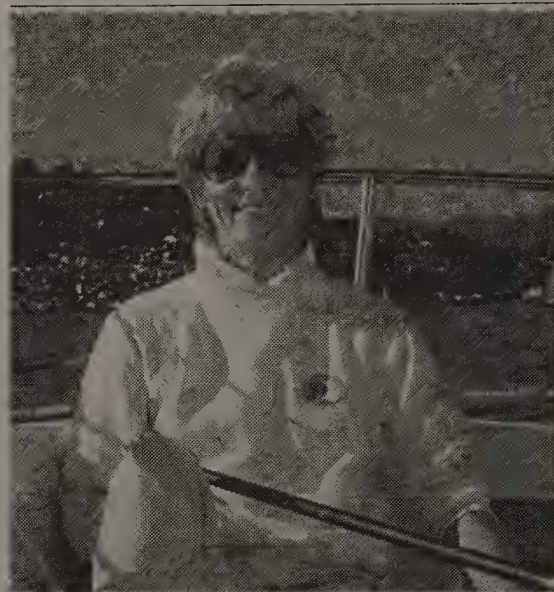
Handy, reliable and getting cheaper, we think Iridium has a bright future for mariners.

phone might have come in handy. One participant had a boat problem, for example, and wanted to know if we could call the manufacturer the following day. We easily could have, but he handled the problem himself. On another occasion, the phone could have been used to call a vet for a dog that had become seriously ill. As it turned out, the

continued on outside column of next sightings page

the mayor

Thank you for the great article in the October issue about Sausalito and the experiences of visitors over the Labor Day Week-



COURTESY SANDRA BUSHMAKER

Not all mayors wear Armani suits — Above, Sandra Bushmaker. Right, 'Suncatcher.'

end. Visiting the Sausalito Art Festival by boat is a terrific way to enjoy what we have to offer.

As part of my term as mayor of Sausalito I am planning a major effort to call attention to Sausalito for the entertainment, recreational and marine services available to sailors here. We want to make Sausalito the first choice for Bay Area sailors when they plan

principal mexico

If you're sailing south of the border this season — or keeping in touch with someone who is — you'll want to note the following times and frequencies for the principal single side band and ham nets.

Be aware that the entire country of Mexico now observes daylight savings time, which means you'll be in the same time zone (Pacific) as San Diego until you reach Bahia Tortuga. From there until you reach the line between La Cruz and Puerto Vallarta, you will be in the Mountain Time Zone, and from there south to Z-town you will be in the Central Time Zone.

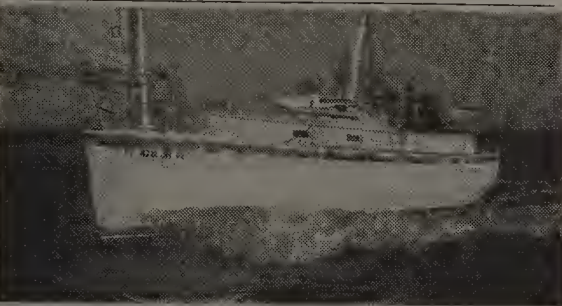
Here are listed the current schedules, in both local and ZULU times. It's up to you to figure out what your local time is.

• **Southbound Net:** Single side band, primary frequency 4051.0 USB, alternate 4060.0 USB. The main net used by those en route south. Use same call sign as VHF and check in with boat name only. During daylight savings: 7:30 p.m., 0130 ZULU time. Standard time: 7:00 p.m.; 0200 ZULU time.

• **Sonrisa Net:** Ham net, frequency 3968.0 LSB+/-QRM. Use Ham call sign and check

speaks

overnight or weekend trips. I have asked Bill Price, Richardson Bay Harbormaster, to develop with our marina harbormasters an information package that will answer questions about slip and dinghy dock accommodations,



our moorings and safe anchorages accessible to town.

In the coming months I will be writing all Bay Area Yacht Clubs encouraging each to consider scheduling a cruise in 2000 to Sausalito. I have asked a group of local folks to make some recommendations to me to put in place a program early next year to encourage area sailors to think of Sausalito for their next cruise.

As these programs develop I'll keep you posted. Thanks for the support!

— *sandra bushmaker*, mayor, sausalito

Sandra — We hope you have as much luck with your ideas as you did in the first Sausalito YC Midwinter Race, in which you took first with your Nonsuch 22 Suncatcher.

cruiser nets

in with phonetic suffix only. Tends to be used by local Mexico cruising community; every boat gives their local weather info. During daylight savings: 7:45 a.m., 1345 ZULU time. Standard time: 7:30 a.m.; 1430 ZULU time. (Warm-up session 15 minutes prior to above times.)

• **Chubasco Net:** Ham net, frequency 7294 LSB+/-QRM. Use Ham call sign and check in with phonetic suffix only. Gives 'big picture' weather. Also used for phone and Ham patches. During daylight savings: 8:45 a.m., 1445 ZULU time. Standard time: 8:30 a.m.; 1530 ZULU time. (Organizational session 15 minutes prior to above times.)

• **Mañana Net:** Ham net, frequency 14340.0 USB +/- QRM. Use Ham call sign and check in with phonetic suffix only. Multi-use net, including phone patches. During daylight savings: 1:00 p.m., 1900 ZULU time. Standard time: noon; 1900 ZULU time. (Warm-up session 30 minutes prior to above times.)

This information was supplied by Tim Schaaf of Marina Cabo San Lucas and Ed Vergara of Marina Santa Cruz Bay.

calling — cont'd

vet was — we believe — called using somebody else's Motorola satellite phone. There were at least six in the fleet.

There are, of course, quality of life issues raised by having satellite phones onboard. Everybody on our 11-person crew was permitted to make at least one short call to family or friends. These were great, because email is really no substitute for hearing your son or daughter's voice. Such calls were good for crew morale — which was already sky high. But then, a few folks, including the Wanderer, blundered by asking folks back home about news, sports and stocks. One of the main reasons we go cruising, we suddenly remembered, is to get away from everyday concerns and anxieties, so it was agreed that all such calls should be banned. It was a wise decision.

When it came time to return the sat phone to Carole Schurch of Motorola, we told her that the Iridium system hadn't been perfect, but that we were going to miss the phone. Furthermore, we told her that we knew the price of the phones had recently been cut from \$3,000 to \$1,500, and the per/minute prices had dropped 50% or more to \$1.59 to \$2.99/minute. That was good, we explained, but if Motorola really wanted to move these phones to mariners — one of their key markets — they should cut the prices of phones and per minute rates even further. If they did, even we might buy one.

As that point Schurch whipped out a bunch of price sheets. "Between the start and the finish of the Ha-Ha, there have been some big price changes," she said. "Instead of one price for the phone and minutes, we've adopted a 'usage marketing strategy' and now offer a variety of plans. Now the phones never cost more than \$1,250, and depending on which plan is selected, may cost as little as \$750 — or even be free. For most cruisers, I'd recommend the World Business Plan II, where the phone is \$1,250, the one time activation fee is \$49, and there's a monthly access fee of \$49. This is a month to month agreement as opposed to having a long contract. In addition, calls in the North America Zone have been cut nearly in half to just \$1.79 a minute."

The North America Zone includes the U.S., Canada, the Marianas, Bermuda, and almost all the islands of the Eastern Caribbean from Puerto Rico to Trinidad & Tobago — but not Mexico. However, the price of calls between Mexico and the United States have been cut 50% to \$2.99 a minute. Motorola hopes to bring Mexico into the North American Zone soon, but our friends to the south drive a hard bargain, and it may take a while. Incidentally, calls between sat phones on the Iridium system are the cheapest of all.

Schurch went on to say that "People who would use a phone 50 minutes a month might be better off with Calling Plan 50. Under that

continued on outside column of next sightings page



Thanks to Iridium and some really nice people, we got our sail — and life was good again.

calling — cont'd

plan, the phone is \$750 and the monthly access fee of \$150 includes 50 free minutes a month of calls anywhere in the world — China, France, Mexico, wherever. Extra minutes are \$3 each. This plan requires a 12-month contract, however."

We'd have saved a lot of time and money if we'd had this deal in Mexico last year, where the phone calls can be outrageously expensive and phones are not very handy 50 miles out to sea.

There are lots of communication options for mariners, from Ham to SSB, from SailMail to PinOak, to Inmarsat to Iridium, to cell phones connected to email providers — and others. For many sailors — for example, those who plan on sending lots of longer emails — the Motorola sat phone and the Iridium system would be precisely the wrong solution. But for those who are looking for worldwide voice communication, it's certainly worth a look. Having used one and having been shown the new price packages, we're hoping Santa might be leaving one under the tree for Christmas.

Anyone interested in the Motorola sat phone and plans using the Iridium system should contact their local dealer, visit www.mot.com, or call Carole Schurch at (800) 475-5158.

indian winter

Late in the morning of November 19, 1969, the phone rang on my old boat. "Brooks? Tim here. Do you think you can find enough boats around there to land 60 Indians on Alcatraz tonight?"



Above, Peter Bowen and Brooks Townes. Right, scenes from *The Rock* during the Indian takeover of Alcatraz, 1969-70.

(it's even part of the Alcatraz tour nowadays), former liveaboards Brooks Townes, Peter Bowen and others involved with the 'first wave' of the invasion put their recollections of that night and its aftermath together into a monograph called *The Sausalito-Indian Navy*. It makes for some great reading:

About 1:30 a.m., November 20, not just one Indian but what seemed like half a tribe walked into the No Name Bar. Some wore traditional garb. Denny, the bartender, leaned across the plank with a shit-eating grin and directed them all toward Peter and I, sitting at a back table.

There weren't 60 Indians. There were 92 Indians, maybe more. They were hard to count. And tons of belongings. Somehow, we managed to get them out of the bar and down to the harbor despite Sausalito's finest driving around in circles wondering what this was all about. . .

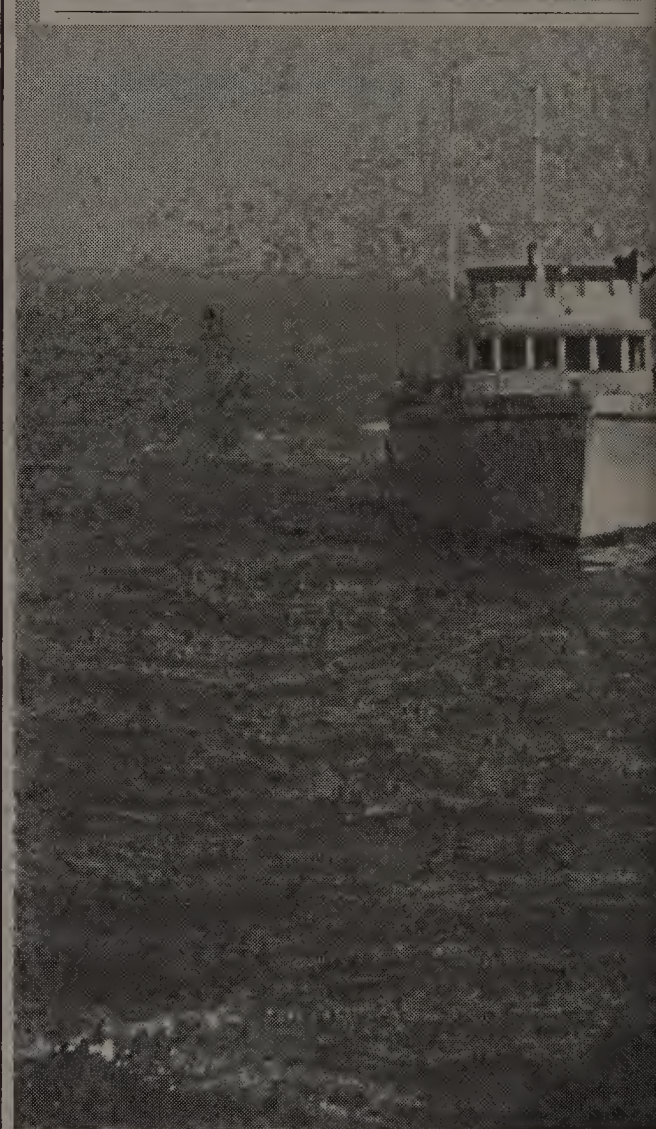
There had been no time for a dry run to Alcatraz to see exactly where to land, to check currents or assess the num-

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oyc'ers get

Although the Oakland Yacht Club is known for hosting fun, low-key racing events such as the Sunday Brunch Series and Sweet Sixteen Series, they also produce a remarkable number of longterm cruisers. In fact, the seven-boat OYC contingent at this year's Baja Ha-Ha was the largest presense from any single club in the event's six year history.

Illustrating how the Ha-Ha creates its own momentum, many of this year's skippers had crewed for friends in previous Ha-Has. When



the last laugh

last seen, each of the following boats were heading off to further adventures. They are: *Aequanimitas*, Robert and Nancy Leasure's Island Packet 40; *Sorrissa*, also an Island Packet 40, owned by Jack Blanton; *Halcyon*, Larry and Carolyn Dunn's Catalina 42; *Cloud 9*, Jack Osborne's Island Packet 45; *Juandra*, Murray & Joan Cox's Golden Wave 42; *Savage Lady II*, Guy Black's Kelly-Peterson 46; and *She Wolf*, Rick Greene and Marsha Stone's Tayana 42.

indian winter — cont'd

ber of watchmen stationed there. We just got underway, swung well to the east of a sand dredge and doused our running lights as planned. . .

For the 'rest of the story', look for copies of *The Sausalito-Indian Navy*, co-authored by Bowen and Townes, at the Armchair Sailor, the Sausalito Historical Society and the Alcatraz bookstore. The Depot in Mill Valley may have it, too. Profits from the sale of the \$7 volume go to the Indian Charter School in Oakland. It can also be ordered directly from Brooks Townes, P.O. Box 916, Weaverville, NC 28787. Please add a buck for postage.



PHOTOS BROOKS TOWNES

fight s-t-a-l-i-n, keep the airways free!

When we did a telephone interview with Peter Detwiler of PinOak Digital last month and asked for the correct spelling of his name, he replied "S-T-A-L-I-N". At the time, we thought it was just an example of tasteless humor — but now we wonder if his response may not have been more revealing. We're not suggesting he's responsible for mass executions or anything, but based on his company's recent behavior, we can't help but wonder if he may be an admirer of the former Soviet despot's ability to crush weaker opponents.

To reset the stage, PinOak is a for-profit corporation based on the East Coast that operates a radio station which allows mariners to send and receive email using their SSB radios. There's nothing wrong with that, and other than one letter of complaint published in this month's issue, we have no reason to believe they don't do a good job.

However, in the beginning, Detwiler was actually involved with two stations. One was PinOak, which for years operated with a 'developmental common carrier license'. The second was the Safe Seas Association, which because it was supposedly non-profit, had a private coast license. (For-profit stations are required to get 'common carrier licenses' from the F.C.C. Non-profits — which can be yacht clubs, various associations, or even shipping or offshore oil companies doing internal communications — only need to get a private coast station license from the F.C.C. The distinction is entirely based on whether the operation is trying to make money or not.)

It's our understanding that the F.C.C. came to dislike the smell of the relationship between PinOak and the non-profit Safe Seas — as well as PinOak's 'developmental' status. The F.C.C. basically told Detwiler that after operating for five years, PinOak was no longer doing any developmental work but rather simply trying to make money — and therefore needed to apply for a common carrier license. PinOak applied for such a license and it was granted.

But the F.C.C. also found the arrangement between PinOak and Safe Seas to be bogus — because the only way you could access the non-profit Safe Seas was through PinOak. And you couldn't get through PinOak without paying hundreds of dollars a year. Since Detwiler ran both operations, it was seen as a sham. Safe Seas no longer exists.

To help participants in the '98 Pacific Cup communicate with friends and loved ones during the race, Stan Honey of Palo Alto — who is a tech whiz, Cal 40 owner, Singlehanded TransPac winner, winning navigator in most of the last 10 TransPacs, and navigator aboard Steve Fosset's monster catamaran *PlayStation* — decided to create a station like PinOak — but one that was non-profit. He received a lot of programming assistance from Jim Corenman, a former racer who has been cruising *Heart of Gold* around the world for the last seven years. Honey went to the F.C.C. on behalf of the SailMail Association and applied for a license as a private coast station — as befits a true non-profit.

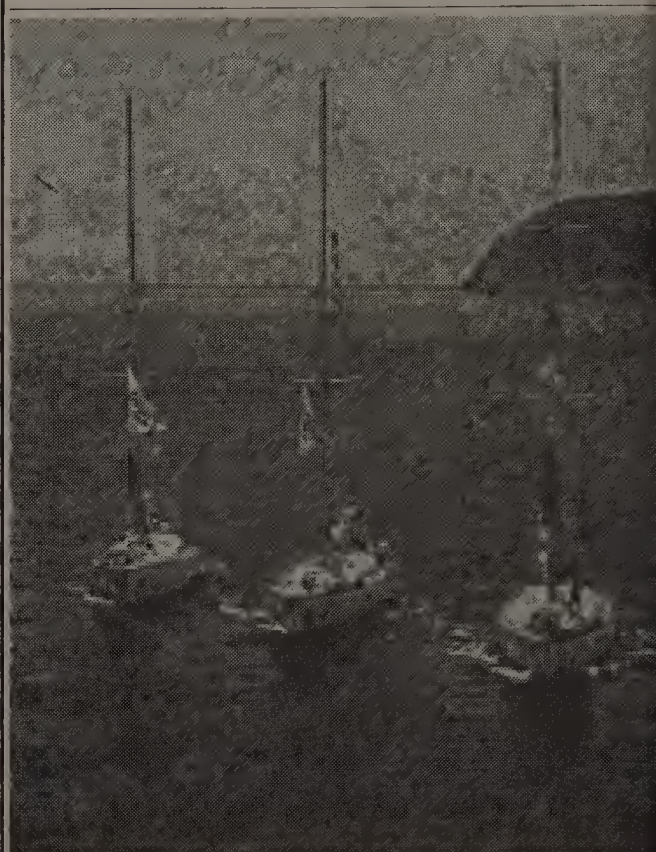
When applying for SailMail's license, Honey got a warm reception from the F.C.C. For one thing, the F.C.C. said that with more companies — such as AT&T — doing everything they can to get out of the HF business, there is less use of that band all the time. Honey was told that SailMail would be a good use of the spectrum.

Nonetheless, SailMail's application as a non-profit association was given close scrutiny by the F.C.C. — because they'd just been through the funny business between Detwiler's PinOak and his supposedly non-profit Safe Seas. But after carefully examining the structure of the non-profit SailMail Association, the F.C.C.'s legal advisors gave it their stamp of approval.

When applying for a coast license, applicants are normally granted 280 hz bandwidth channels. However, Honey asked the F.C.C. to give SailMail 300 hz channels — as it would enable association members to use modems that were five times more efficient. After carefully considering the request, the government thought this slight variation in the historical norm was in the public's interest — and granted 300 hz channels to SailMail.

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'v' for



Colin De Mowbray was in the Azores when he heard about friend Doug Vann's passing (on August 6). "When the Clipper fleet left the Azores we put them

coast

Here are Coast Guard Group San Francisco's significant search and rescue cases occurring between mid-October and mid-November:

October 28 — At 1525, Station Monterey received a call from the Monterey County dispatcher reporting a man and a woman in the water off Lovers Point, an area which had been closed to the public earlier that day due to the heavy surf. A rigid hull inflatable (RHI) boat from Station Monterey was on-scene 11 minutes later, with Pacific Grove Fire Department, lifeguards, and local EMS responding from the shore. The two people had drifted 50 yards offshore and were in an area pounded by 10 foot breakers. Though our RHIs are not able to withstand pounding surf like the larger, but slower, motor lifeboats, the coxswain courageously timed fast runs to retrieve the two people between breaking wave sets. Directed to the location of the man by the shore team, the crew was able to recover him before being forced to retreat by a large approaching wave. After the large wave passed, the boat was vectored to the woman who was unconscious and unresponsive. The crew conducted CPR on the woman as they battled their way back through the surf to

vann



in a 'V' formation as a small tribute to Doug," he writes. "We couldn't get any Mount Gay rum, so we gave him a bottle of port instead."

watch

the Monterey fuel pier for transfer to awaiting EMS. The woman was pronounced dead after 2 hours of resuscitative efforts.

November 7 — At 1021, Station Monterey received a call from County dispatch reporting several capsized ocean-going kayaks. Station Monterey's 41-ft utility boat and 47-ft motor lifeboat (MLB) responded along with several Good Samaritan boats in the area, reaching the scene in 21 minutes. After 25 minutes of recovery efforts, all 26 people and their kayaks were recovered and safely delivered ashore.

November 16 — The 40-ft fishing vessel *Viola-E* called us at 1048, stating it was taking on water near Abbots Cove (between Point Reyes and Bodega Bay), with four feet of water in the engine compartment. The boat was still under power and heading towards Bodega Bay. We launched two 44-ft MLBs from Station Bodega Bay, the 47-ft MLB from Station Golden Gate, and an H-65 Dolphin helicopter from Air Station San Francisco. The first MLB to arrive, as well as the helo, passed dewatering pumps to the *Viola-E*. After the situation had stabilized the *Viola-E* was escorted to Bodega Bay.

continued middle of next sightings page

free airways — cont'd

SailMail was a big success from the start. In order to buy and maintain the necessary equipment for many others to use it, a \$200 annual fee had to be instituted for members. This is the same as PinOak. The difference is, PinOak also charges for each message, SailMail does not. To date, SailMail users rave about the system.

To keep up with user demand, six months ago SailMail applied to the F.C.C. for a license to operate a second station, this one to have its antenna in South Carolina to better serve cruisers in the Atlantic and Caribbean. In addition, Honey and *Latitude* discussed the possibility of this publication funding a third station, to be located in Southern California to serve the growing number of cruisers in Mexico and the Pacific. We said we'd put up half of the \$5,000 necessary, and when Don Melcher of H.F. radio in Alameda offered to provide much of the equipment, all that was needed was a license.

By this time, the venerable Seven Seas Cruising Association recognized what a great service SailMail was providing to sailors — and decided to apply to the F.C.C. for a private coast license of its own. Honey's response on behalf of SailMail to this 'competition' was totally supportive: "Great! Our only desire is that as many sailors as possible be able to communicate by email for as low a cost as possible." In fact, if more cruisers used the Seven Seas station, there might not be a need for as many SailMail stations — and Honey would have more free time to pursue his many career and sailing endeavors.

But this is when 'Stalin' stepped in. The last thing in the world Detwiler and PinOak want to see is SailMail getting an additional station and the Seven Seas Cruising Association starting their own station. After all, these non-profits are/would be offering lower cost alternatives to PinOak's for-profit service. It might also stick in Detwiler's craw that the F.C.C. recognized SailMail as a legitimate non-profit while deciding the PinOak/Safe Seas non-profit arrangement had been a joke.

The real Stalin would have merely had his competition liquidated, and that would have been the end of it. You can't do that kind of stuff in the United States — unless you're a drug dealer — so Detwiler did the next best thing. He had PinOak hire attorney Raymond Kowalski — who Detwiler describes as "one of the guys who used to run the F.C.C." — to try to get the F.C.C. to prevent SailMail from getting another station and preventing the Seven Seas Cruising Association from setting up their own.

Initially, Kowalski wrote to the F.C.C. to complain of three things: 1) That SailMail was really controlled by West Marine for commercial purposes. This accusation was based, in part, on some erroneous copy that appeared in an old West Marine catalog. 2) That SailMail users had to use Pactor II modems made by SCS of Germany — which PinOak claimed to have exclusive right to import. 3) That SailMail was operating on a wrong frequency. And more recently, 4) That SailMail isn't really a non-profit because members have to pay a \$200/year fee.

SailMail's response to PinOak's charges are as follows: 1) West Marine's only relationship with SailMail is that they happen to be located in the same building. SailMail's gear is actually kept in the Spinnaker Shop, which is owned by Honey's wife. 2) The Pactor modems PinOak claims to have the exclusive right to import are available right off the shelf at many electronic stores. Furthermore, if you read this month's *Letters*, you'll see that SCS claims that PinOak has actually stifled the sales and distribution of its modems — and has therefore severed all agreements with them. 3) SailMail's \$200/year association fees are perfectly legal and legitimate, and its non-profit status was examined and approved by the F.C.C.'s legal department. In addition, if SailMail ends up with revenue beyond its expenses, it must, according to its by-laws, return the excess to association members.

PinOak's efforts to crush its non-profit competition have already been partially successful. Again, if you read this month's *Letters*, you'll see that the Board of Directors of the Seven Seas Cruising Association decided not to operate its station — even though it was awarded a

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SIGHTINGS

free airways — cont.

license by the F.C.C. The reason they declined is that they believe the threatened legal action by PinOak — which their lawyers believe is without merit — would quickly exhaust the limited resources of the tiny non-profit. As such, 'Stalin' has crushed the Seven Seas Cruising Association's attempt to provide their members with most economical way of staying in touch with friends and family — and a valuable method of emergency communication.

So the only non-profit email by SSB alternative left is SailMail — which is under attack from PinOak. SailMail's application for a license for a second station in South Carolina — whose antenna is supposed to be placed on the roof of a West Marine distribution center — is still pending. Usually such licenses are granted in one month. And naturally the plans for a third station in San Diego are on hold.

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coast watch

November 17 — At 1025 Station Monterey received a report from the 30-ft fishing vessel *Catherina G* stating that a crewmember had severed several fingers. We launched a Station Monterey 41-foot utility boat with an EMT aboard, and an H-65 helicopter. The 208-ft oil skimmer *Pacific Responder* answered our urgent marine information broadcast and proceeded to *Catherina G*'s position. Upon arriving on-scene, *Pacific Responder* used its small boat to transfer the patient to the larger vessel. The H-65 hoisted the injured crewman from *Pacific Responder* and transported him to



The only thing that makes us feel better than seeing this well-sailed Hunter — our last 'Looking Good' boat of the millenium — is that we'll never have to hear that dang 'last of the millenium' thing ever again. Per our agreement, since everyone here is wearing a lifejacket, the skipper gets a free 'Latitude' T-shirt. All we need is a name and address and it's on the way.

— cont'd

Stanford University Medical Center.

November 19 — At 1620 Station Monterey received a report of a 25-ft sailing vessel disabled and adrift near Moss Landing. One crewmember rowed ashore and contacted local authorities about his disabled vessel. Subsequent reports stated the boat may have capsized. We dispatched a Monterey-based 47-ft MLB and an H-65 helicopter. A shore team located a deceased individual that had washed up in the surf, and the helo located a debris field. The shore search party later found a deceased dog that

continued middle of next sightings page



free airways — cont.

The delays with the second license have almost certainly been caused by the fact that "one of the guys who used to run the F.C.C." has written letters for PinOak asking the F.C.C. to deny SailMail the additional licenses. And worse still, to shut down the current SailMail station! If you use SailMail and find it suddenly no longer works, you'll know why.

Detwiler claims that all he's asking for is a level playing field. We think that's about as accurate as Stalin claiming he had to kill 20 million Russians for the well-being of Russian citizens. The truth is that Stalin feared all competition, and it's our opinion that Detwiler does, too. Particularly when his competition are non-profits who can provide the same service he does at a lower cost.

Detwiler's bullying tactics have worked against the Seven Seas Cruising Association, but we don't think they should be allowed to succeed against Sail Mail, too. And we hope you feel the same way. If it totally pisses you off that a bullying for-profit corporation uses a former F.C.C. honcho to try to use his influence to get the F.C.C. to deny a non-profit competitor a license that would further the welfare and safety of mariners, write or email the following people at the following contacts:

1) F.C.C. Chairman William Kennard, Federal Communications Commission, 445 12th St. S.W., Washington D.C. 20554. His email is: bkennard@fcc.gov.

2) Your senators and representatives. For their names and addresses, go to <http://www.house.gov/writerep/>.

3) Peter Detwiler and PinOak via www.pinoak.com.

The most effective messages are clear and to the point — please avoid ranting and raving. For example: "I've been following the efforts of PinOak Digital to crush the less expensive competition offered by non-profits SailMail and Seven Sea Cruising Association which have and seek to continue providing so much comfort and safety to amateur mariners. For-profit corporations should not be able to destroy non-profits that provide the same service for less cost. Respectfully, etc., etc." That kind of thing.

Enjoy a little guerrilla action against corporations that put profits before people? Because PinOak is a common carrier, by law it's required to accept all traffic by all protocols — including Sitor, the standard protocol. But it doesn't. So if you're a radiohead, why not try to send a Sitor message through PinOak? When it's not accepted, duly note the time and circumstances, then file a formal complaint with the F.C.C. that PinOak is in violation of its license. Since Detwiler is so big on shutting down stations during investigations, you should demand that PinOak be shut down until its investigation can be completed. Level playing field, right, Peter?

Help save SailMail to keep HF email communications with mariners as economical as possible! Help the Seven Seas Cruising Association get their station up and running! Act now by writing or emailing those mentioned above. After all, this is America, not Russia.

Furthermore, if you've been using PinOak's other services, you might think about switching to other for-profit competitors. And the next time you see a PinOak ad in *Ocean Navigator*, *Cruising World* or any other publication, you might contact their editors and publishers to ask who they stand with: SailMail, the Seven Seas Cruising Association, and sailors — or bullying corporations run by the likes of Detwiler.

short sightings

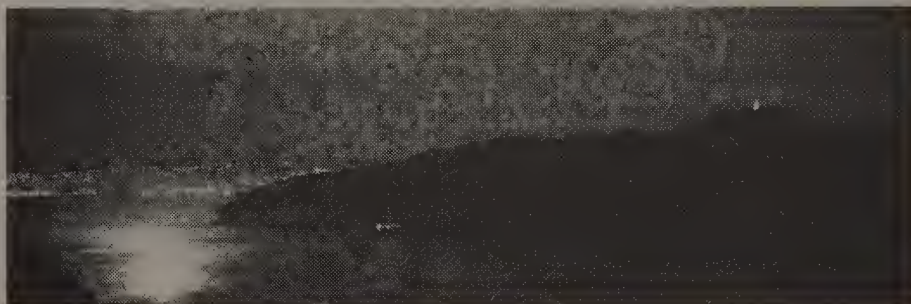
ANGEL ISLAND — As it has for 30 years, the lighted Christmas tree atop Angel Island's Mount Livermore will show its merry sparkle through the holiday season starting on December 4. But this year, the traditional 'beacon' will be augmented in a couple of ways. First, Industrial Light and Magic — creators, among other things, of the special effects in the *Star Wars* films — are donating time and materials to make sure everyone will be able to see the tree clearly from all five Bay Area coun-

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SIGHTINGS

shorts — cont'd

ties. Secondly, this year you may buy a light on the tree as a gift for a friend, in memory of a relative, or to help support the volunteers who share and care for Angel Island State Park. Requested donations range



SURREY BLACKBURN

Look for the tree atop Angel Island to be a real beacon of goodwill this holiday.

from \$35 for a colored light to \$250 for a 'Diamond light'. To make a donation, call (415) 435-3522 or check out the website at www.angelisland.com. (Also look for a feature on the tree lighting on an upcoming Bay Area Backroads TV program on KRON, channel 4.)

ALAMEDA — The four drawbridges spanning the Oakland Estuary are operated and maintained by Alameda County. All bridges have attended service 24 hours a day and will open on demand, except during morning and evening commute hours. Now, it seems, commute hours have changed, and the Coast Guard is soliciting comments on whether the bridge hours should be changed, too.

When the existing regulations were enacted in 1973, the peak traffic periods were from 7:30 to 8:30 a.m. and from 3:45 to 5:45 p.m. Now those peak periods have moved to 8:30 to 9:30 in the mornings and 5 to 7 o'clock in the evenings. The proposal is simply to move the hours when the bridges will not open (except in emergencies or for reasons of safety) to accommodate the new peak traffic hours. Interested persons can participate in the evaluation by submitting written opinions to: Commander (oan-2), 11th Coast Guard District, Coast Guard Island, Bldg 50-6, Alameda, CA 94501-5100. Comments can also be submitted electronically to JOlmes@d11.uscg.mil. Each person submitting comments should include their name and give reasons for support or opposition to the proposed change. Deadline for this comment period is January 11.

Interesting trivia: The Part Street Bridge is the busiest of the Estuary drawbridges, opening an average of four times each weekday. Annually, the bridge rises about 1,500 times annually to pass some 2,000 vessels.

HUNAUMA BAY, HAWAII — Please do not feed the fish! It was once a mandatory stop on many a visit to the Islands: a stop at lovely Hunauma Bay on the east side of Oahu to snorkel around and feed the reef fish. As of November 1, however, the state has ruled the fish have to find their own meals. Seems the feeding has been going on so long that it's throwing the balance of the reef off. The 'ugly' fish that can actually digest the bread, potato chips and Cheez Whiz that people have been feeding have multiplied, grown more aggressive and chased the 'pretty' fish into the deeper parts of the reef. It's hoped the feeding ban — with violation fines of up to \$2,000 and 30 days in jail — will restore the reef to its natural balance.

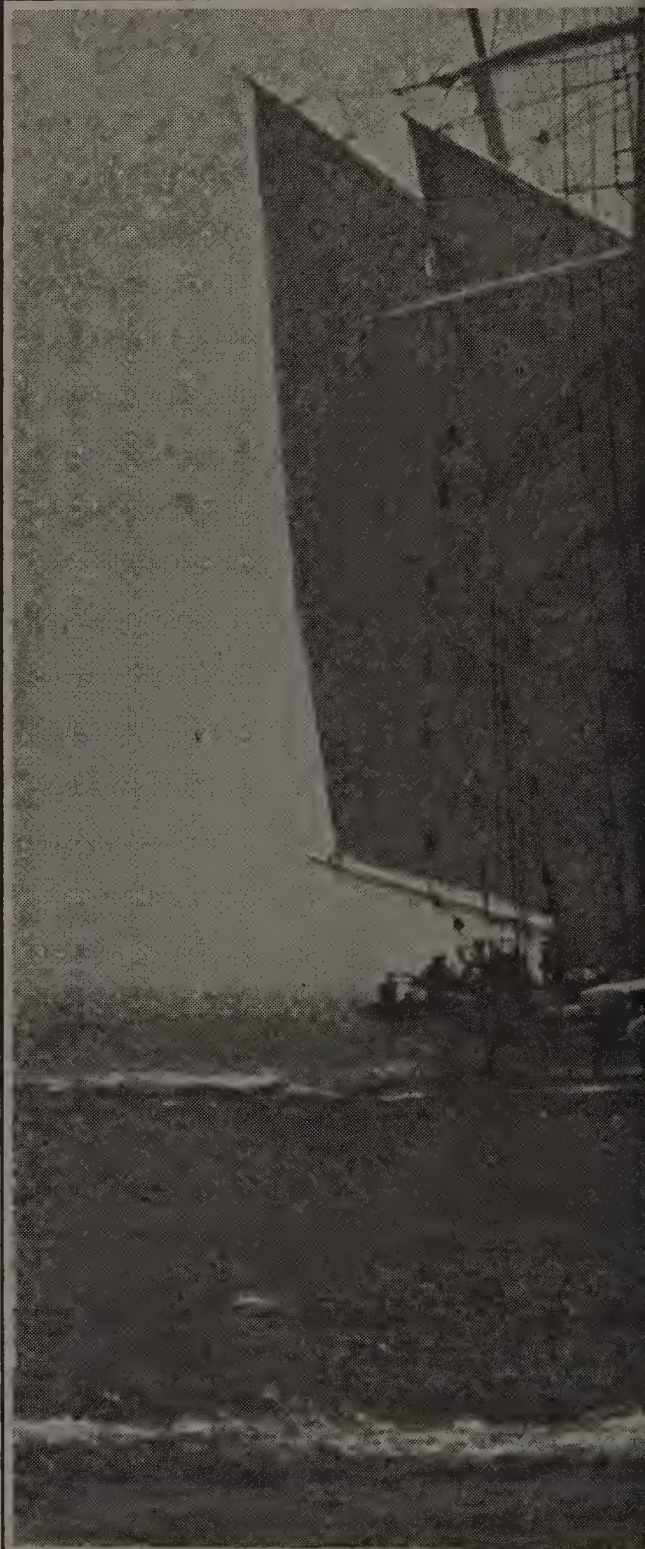
THE ATLANTIC — It's not easy to out-insane the French when it comes to offshore racing. They, after all, are creators of the Trophee Jules Verne (around the world nonstop speed record) and Vendee Globe (nonstop around the world, singlehanded). But Brazil has taken a good shot at it with the announcement of the, ahem *second* Trans-Atlantic Windsurf Race. You read right. TAWR 2000 starts in Portugal. The first leg is to the Canary Islands, the second to the Cape Verdes and the third big leg across the Pond to Brazil. If anyone is still alive by then, Brazil's famous Carnivale, which starts about the time the boardheads arrive, should finish them off. Despite the \$8,000-per-leg entry fee, 10

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coast watch

had also been on the boat. Helicopter, boat and shore searches for the remaining person went on until well past midnight. After an unsuccessful two-hour helicopter search at first light the next morning, the search was suspended pending further information. Alcohol was a factor in this incident.

A final note — In the first ten months of 1999, Group San Francisco received 87 May-day calls from mariners who could not, or would not, provide information regarding their identity or position. We expended over 146 person hours, 69 helicopter hours and



— cont.


26 small boat hours, at an approximate cost of \$240,000 to the taxpayers, investigating and responding to these calls. Though we treat every *Mayday* call as an emergency and will act accordingly, we're aware that most of these calls may not have been genuine. We continue to seek your assistance to identify sources of non-genuine *Maydays* — calls that only serve to reduce our ability to provide emergency services when they're truly needed.

— captain larry hall

shorts — cont'd

teams have expressed interest, including two from the U.S. Actually, this event — which has the enthusiastic backing of not only Brazil, but the governments of Portugal and the Canaries, as well — is not quite as out-there as it might seem at first glance. Each team consists of four sailors per leg, who trade off sailing duties. The 'fleet' will also be escorted by one or more large mother ships.

KENNEBUNKPORT, MAINE — The Landing School of Boatbuilding and Design named its new \$600,000 Marine Systems Laboratory for Roderick Stephens, Jr., who passed away four years ago at age 85. Rod was the 'hands-on' half of one of yachting's most famous brother teams. The other half, 91-year-old designer Olin Stephens, attended the ceremony and recalled numerous anecdotes about his brother going back to the days of the J-Boat *Ranger*.



Season's Greetings
from the crew at
Latitude 38

LATITUDE JR



KKMI KH

HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES - DO-IT-YOURSELFERS

THANK YOU, AGAIN!

If a company is to become successful it needs two groups of people: a terrific workforce and great customers. Fortunately, Keefe Kaplan Maritime, Inc. has been blessed with both. The entire crew at KKMI would like to thank all of our customers for allowing us the opportunity to be part of your nautical world. Happy Holidays from the entire Crew at KKMI.

40' Hot Rod, 52' Pamela Jo, 55' Santana, 33' 5 White Cap, 45' Edibob, 42' Rubicon, 61' Hasty Heart, 30' 6 Ice3, 34' Fog Horn, 34' Dulcinea, 45' Inca, 33' Pier 23 Cafe, 60' Relentless, 43' Redhawk, 33' Temblor, 36' Shillelagh, 53' Mud Hen, 36' Music, 97' Miss Iloilo, 41' Cha Ching, 30' Puffin, 29' Fountain 29, 30' By the Wind, 35' The O Spray, 31' Malolo, 75' O'Neil Catamaran, 74' Zephyrus, 51' Rascallion, 32' Italian Beauty, 40' Soridette, 27' Vessel Assist SF, 45' Petersen 14 TUG, 28' Reel Lady, 34' Always Home, 33' Arcturus, 34' Fiesta, 32' Elysium, 16' 505, 25' Three Ring Circus, 37' Full Circle, 40' Edelweiss III, 85' Kailuani, 46' Circe, 43' Rubicon, 30' Blue Eagle, 45' Sea Fox, 35' Twin Souls III, 70' Aldebaran, 38' Double Eagle, 36' Antonia, 21' Spray Dancer, 64' John's Rendezvous, 44' Swan, 44' Tom Boy, 38' Aficionado, 34' Cinnabar, 44' Phantom BIG BOA, 35' Pegasus, 43' Yolasalas, 45' Pakelekia, 44' Kaya, 35' Orion, 31' Talisman, 42' Savoir Faire, 53' Royal Ann, 44' Wayfarer, 55' Cassiopea, 28' Hanalee, 61' Top Hat, 35' Question Mark, 34' Polly-O, 36' Pacific High, 41' Day Dreamer, 42' Night Watch, 50' Northstar, 65' Tristan, 53' Chart Maker, 28' New Paradigm, 40' Quintessence, 39' Rockwillow, 30' Run Wild, 48' Rretty Lady, 36' Fanny Pearl, 45' Star Fire, 44' Finisterre, 33' Oeno, 44' Avalon, 27' Cotton Candy, 30' CommanderToad, 56' Swan, 40' Taffy, 52' Yankee, 30' Phantom, 27' Trio, 36' Leilani Too, 36' Zephyr, 36' Escapade-Power, 42' Mikelali, 21' Thumper, 65' Hanseatic II, 25' Saurer Power, 38' Mahal, 54' Outer Limits, 30' Flying Dutchman, 52' Time Out, 28' Chez Nous, 24' 5 SeaRay, 65' Andiamo, 85' Blitzen, 30' Golden Phoenix, 26' WT Love, 37' Ka Hale Kai, 32' Misty mast, 38' Dune, 37' Spindrift V, 36' Abandon, 44' Finnesse, 75' Bay Lady, 56' Dolche Vita, 30' Random, 39' Zeus, 38' Wild Duck, 30' Eagle, 52' Pamela Joe, 30' Sugar, 36' Ruffian, 37' Request, 46' Sugar Shack, 50' Apriori, 31' Gray Wolf, 42' El Nido, 53' El Dorado, 40' Endurance, 30' The Shadow, 38' Odalisque, 80' AmericaOne, 56' Starlite, 35' Enjoyment, 38' Credit, 65' Impossible Dream, 29' Rock 'N' Roll, 30' Wabbit 23, 61' Swan, 30' Soling, 24' Witch Craft, 39' Tacoma, 33' Banjo, 30' Resolution, 17' Pa'Lante, 53' Starstruck, 72' Papagallo II, 44' Maya, 25' Synchronicity, 40' Long life, 38' The Fantsea, 37' Scimitar, 37' Elan, 30' Windfall, 37' Nataraja, 40' Limerick, 68' LionsPaw II, 32' Meander, 34' Ripple, 40' Nautilus, 36' Seaward I, 40' Pergrine II, 36' Petard, 30' Pogonip, 30' Flat Bush Flyer, 43' Beyond, 33' Genesis, 50' Carolina, 44' D Tente, 36' Gone With The Wind, 43' Swan 431/016, 35' Henriques, 80' Hermana, 50' Brigadoon, 37' Juniata, 36' Marine Trader, 36' Grumpy Dog, 42' Theodora, 36' Princess, 30' Cinphanie, 34' Endurance, 36' Cutty Sark, 36' Sierra II, 38' Thunder, 24' Dark Star, 36' Finale, 64' Mareva, 78' Dagney Tagert, 33' Kira, 35' Fast Friends, 48' Homdro, 30' Coaster, 33' Oasis, 40' Cotton Valley, 38' Aquila, 25' Osprey, 35' Le Bateau, 19' Maniacal, 32' Infiniti, 33' Kelika, 35' Casablanca, 29' Kiwi Boat, 36' Susan Marie, 29' Cisco, 34' Czechmate, 30' Prep J, 40' Blue Water, 36' Royal Wave, 24' Alien, 24' Melges 24, 57' Mercy Wiggins, 44' Topo, 16' Bazooka Joe, 28' Jabberwalk, 27' Diana Lynn, 34' Teddie-Lou, 43' Dolphin Dance, 35' Affinity, 34' Expeditious, 40' Prezzo, 26' Hawkeye, 20' Selket, 54' New Hylas 54, 40' Princess, 38' Sonrisa, 23' Crazy Horse, 60' Pericus, 44' Defever, 46' Dolfijn, 39' Maverick, 33' Fell Walker, 35' Alegria, 102' Alert, 25' Barb, 38' Sal Ann, 39' Fini Terre, 35' Elegant Tern, 48' Elizabeth, 27' Gwendolyn, 38' Ka Ula Lani, 42' Quest, 43' Destiny, 39' White Cloud, 46' Obsession, 40' Victoria, 25' Zilla, 35' Questella, 38' Mango Road, 41' Triton, 53' Mistress, 46' Perfection, 41' Johnny L, 32' Ever Onward, 27' Liten Flicka, 49' Snow Dragon, 40' Jem, 40' Mascalzone Latino, 54' Hot Water, 29' Esc, 30' Odyssey, 38' East Bay, 19' Bayliner, 35' Flexible Flyer, 37' Expeditious, 25' Catalina, 47' Laura Lee, 42' Southern II, 38' Circe, 44' Mykonos, 60' Aha Lani, 38' Echo, 38' Passion, 34' Frankly Scarlet, 40' Beluga, 52' Tauranga, 29' Ganymead, 30' Bird Dog, 33' Freight Train, 27' The Darlen'B, 36' Argo, 27' Oday, 65' WhiteKnight II, 68' Jugra, 33' Warwhoop, 53' Giggles, 42' J B King, 34' Black Hawk, 47' Sunshine Patriot, 40' Gem, 39' Nalv, 25' Sunrunner, 34' Kalli, 34' Posh, 53' Georgia Lee, 29' Sleepyhead, 72' Yacht Z, 27' Clipper Marine, 40' Zephyr, 44' Patty Sue, 33' Southern Cross, 52' Alexa, 46' Golden Girl, 37' Cest Si Bon, 36' Island Girl, 59' Extravaganza, 61' Felicity, 33' Flexi Flyer, 27' Warlock, 41' Windrose, 37' Sally Ann, 62' Sundance, 38' Chi, 45' Black Seal, 19' Arima, 36' Molly, 41' Seaforth, 60' Carpe Diem, 41' Radiant, 34' Salty Lady, 39' 9 Vanish, 30' Shibumi, 35' Viking, 32' La Paloma, 27' Flying Mist II, 32' Meander, 31' Babylon Rocker, 40' Estupendo, 34' Bear Territory, 46' Surprise, 33' 5 Kelika, 32' Corinne, 38' Rajan II, 78' Gallant, 38' Independence, 39' A Bare Necessity, 42' Shannon, 40' Islero, 51' Beowolf, 59' Perserverance, 27' Von Haden, 63' US61, 24' Viakia, 36' Tenacious, 34' Am Bata Znog, 27' Diane, 54' San Pablo, 57' Lazy Lady, 78' Lazzara, 32' Mysticeti, 44' Swan, 70' Viveka, 27' To Infinity And Beyond, 145' Californian, 43' Cima, 26' New Dawn, 39' Eardil, 28' Safyre, 52' Ariel, 37' Orobas, 110' Christine, 34' Advantage, 25' Ditch Witch, 34' Quartet, 78' Cyrano, 35' Thrasher, 46' Yo Ho Ho, 43' Mary Hamilton, 38' Muav, 40' Orient Express, 42' Intrepid, 22' Lively, 29' Monterey, 27' Great White, 25' Barking Dog, 25' Air Supply, 34' Aja, 40' RX Patience, 25' New Catalina, 50' White Caps, 50' Sea O2, 48' Laylah, 35' Helgoland, 30' Soling, 45' Idora, 43' San Felice, 38' The Hyperion, 20' Tiara, 34' Charade, 25' Sea Ray, 21' Regal, 40' Solstice, 36' Zinger, 66' Thursdays Child, 20' Pacific Dragon, 39' Papillon, 55' Diva, 50' Sandra Sue, 30' Katzenjammer, 40' Estupendo, 34' Killer Duck, 36' Legacy, 32' Equinox, 52' Vitesse, 36' Highlander, 36' Bora, 60' Encantol, 27' Jaded Lover, 32' Old Salt, 36' Reel Affair, 65' 12 Metre, 25' Cesit Si bon, 36' Gali, 29' Outlaw, 49' Noyo, 35' Billy Kaye, 52' Zenith, 27' Catalina, 46' Chris Craft, 20' Century, 30' Pooh Bear, 45' Zaka, 33' Day Trader, 45' Dulcinea, 36' Seclusion, 65' Thai Suites, 47' Triumph, 44' Aquarius, 45' Isle Of Fantasy, 35' 5 Rum Tum Tuger, 32' Partner of Breeze, 36' Red Cloud, 53' Leslie Jane, 46' Satin Sheets, 39' AWOL, 44' Wet Pleasure, 62' Margarita, 40' Destiny, 40' Wanderer, 38' Sun and Moon, 100' California Spirit, 37' Gone Again Jelly Belly, 27' Daily Drinker, 34' Fairliner, 19' Feralbogan, 38' Synchrony, 30' Catalina, 43' Joie De Mer, 30' Soling, 34' Loika, 41' Sundog, 27' Peaches, 26' Cloe C Morse, 30' Island Dancer, 40' Persephone, 32' Amante, 45' Toot, 35' Du Jour, 52' Dealer's Choice, 30' Sleepy Tyme, 38' Sea Dawn, 40' Meridian, 23' Dorsett, 60' Sea Mistress, 44' Miasis Dragon, 30' Mustang Sally, 57' Edna Kenny, 33' Patience, 30' Second edition, 40' Freedom, 38' Cedalion, 40' Flyer, 27' Opus, 37' Satin Doll, 18' MERCURY, 36' Tango/Arugula, 52' Inspiration, 38' Bizou Bizou-MAS, 40' Spectra, 28' Halcyon, 36' Nimbus, 31' Caprice, 40' 2 NEW Hallberg-Rassey, 6' YRA BOUY, 20' Shred Sled, 40' Hana, 36' Bunter, 49' Beluga, 52' Pendragon IV, 42' Sea Mist, 36' Deux Amore, 44' Gusto, 40' Bonnie Richard, 36' Vanishing Animal, 37' Bliss, 28' SonofanItch, 32' Frequent Flyer, 50' Gone With The Wind, 36' Polar Bear, 64' Mandarin, 32' Freyja, 35' Sacopaf, 41' Endless Summer, 33' Spirit, 28' 6 Sanctuary, 52' Foster Frigate, 41' Freedom, 39' Ericson, 45' Ferret, 38' Itama/Meditrina, 30' Warpath, 27' Orca, 37' Elana, 40' Finesse, 30' Oriole, 32' Calista, 40' Blown Away, 40' Phish Food, 38' Transaction, 50' Sal Va Vida, 35' Rigel, 56' Swan 56/018, 27' Pegasus, 32' Shear Madness, 16' Think Different, 46' Infinity, 105' Sensation, 98' Jupiter, 78' Victoria, 44' Nokomos, 45' Long for Sea, 35' Sunyata, 26' Wahoo, 60' Nordic Wolf, 50' Light wave, 18' Space Invader, 37' La Cavale, 30' Margay, 40' Harmony, 42' Calisto, 40' Tango, 80' Keranna, 34' Seminole Wind, 30' Shanti, 27' Andale, 43' Benjamin Walters, 30' Hespera, 35' Alexandria, 43' Sun Singer, 40' Cirrus, 60' New Super Fish, 37' Felecia 777, 25' Sarafim, 52' Santa Cruz 52, 36' Midnight Sun, 34' Bufflehead, 39' Skua, 49' Lara, 48' Lara, 32' Lady Cynthia, 61' Falkour, 41' Pastime, 36' Ganesha, 40' Sundancer, 34' Red Sky - Weldi, 47' Skookum, 50' Another Girl, 71' 2nd Life, 30' Sasha Oren, 35' Kio, 50' Convergence, 27' New Wave, 38' Fusee, 47' Northern Lights, 52' Less Stress, 36' Oceania, 42' Scorpio, 40' Sea Peace, 45' Kavenga, 34' Sabertooth, 79' Sayonara, 42' Sharoni, 22' Catalina, 63' Voyager / ex-Aq, 33' Extreme/Shamon, 33' IOD, 49' Marina, 53' Can-Can, 21' The Lolipop, 40' Salishan, 41' Sea Quins, 16' Mastercraft, 30' Corsair, 28' Moving Violation, 90' Mud Skow Barge, 38' R/U Questuary, 40' More Toys, 32' Boudica, 47' Pintail, 25' Sea Sprite, 40' Daydreamer, 35' LittleOrcasAnne, 30' Sticky Fingers, 45' Simpatica, 38' GreyGhost, 34' Belly Dancer, 30' Discovery/Racon, 38' Meditrina, 191' Izanami, 41' Gatecrasher, 36' La Nui, 48' Elizabeth Muir, 41' Salt Shaker, 42' Suenos, 35' Steadfast, 36' Gaviota, 22' Seaswirl, 39' Sabra, 90' The Chardonay C, 31' Marpessa, 47' Sam, 36' Block Buster, 36' Wind Chime, 40' Witch, 38' Ele Theria, 37' Morning Star, 27' Windfall, 57' Flyer, 41' Victrix, 48' Ahava, 35' Ipse Dixit, 42' Lady S, 30' Falco, 30' Dredge Boat, 45' Interlude, 29' CAL 29, 30' Revision, 40' Hey Now, 38' Punk Dolphin, 50' The Captain Joey, 30' Serene, 53' About Time, 60' Just Dreaming, 60' General Pershing, 30' Better Day, 44' Latebra, 34' Yofie, 30' Sonja, 35' Wild Child, 34' Starsilaus, 36' Second Wind, 32' Wing Ding, 35' Hide-A-Way, 26' Dinah aka Siriu, 30' Soling, 42' El Tiburon, 27' Ajax, 44' Tuckernuck, 30' Jebo Spirit, 30' BMB, 36' Storm Bird, 42' Questar, 65' Angelique, 30' Union Jack and last but not least 65' Harbor Bay Express.

RONICLE

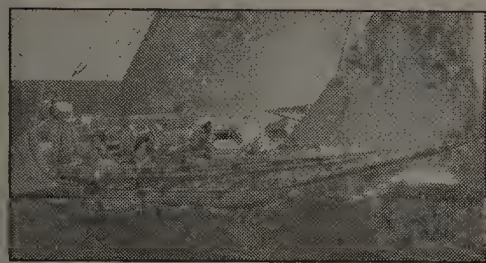
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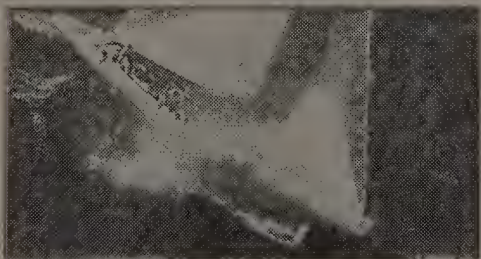
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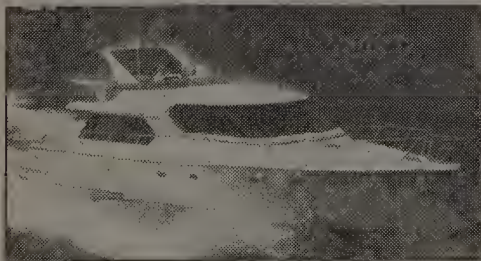
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HERB CRANE



Monday Millennium

When I was a child it took forever for things to happen. For example Christmas Eve always seemed to be one of the longest nights of the year. I'd lay in my bed tossing and turning waiting for dawn to come, and it truly took forever for the sun to finally come up. Now that I'm 'older' it is just the opposite. Every day passes with such ease. No doubt in the spirit of higher efficiency, there are now only six months in a year, or it sure seems that way! It wasn't all that long ago that the Millennium was just a fantasy and here it is, in real life. WOW, this getting old stuff plays havoc with more than just your hair follicles!

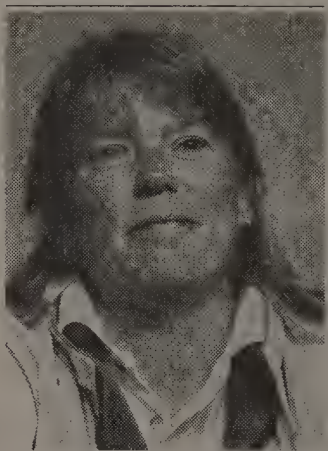
Lately, one thing has served to recalibrate my internal time clock. That is the America's Cup. Not only has this made me feel as if time is moving slowly but it has also rekindled some feelings of my youth. With similar anticipation, every morning I wake up and I feel it is like Christmas. I feel as if I'm tearing off the wrapping paper when I check the Net to see who did what in the last race. I'm so anxious for the next race to take place that I can hardly wait until the challenger elimination series is over!

I recognize that not everyone in the Bay Area is rooting for the same team, but I'm pulling for Paul Cayard and the crew aboard *AmericaOne*. For many Bay Area sailors, including myself, the best Christmas present will not come in December but in February when Paul and Crew bring the Cup to the Bay Area!

There is no question that the America's Cup, like most sporting events today, is far more about commercialism, money and business than good old sportsmanship. The winner who happens to be adorned with a particular logo on his or her shirt, cap or spinnaker is all that seems to matter on the tennis court, golf course or water these days. While I'd be the last to outright condemn such blatant commercialism in all candor my enthusiasm is not fostered by these commercial images or benefits. I'm not pulling for *AmericaOne* because they've got XYZ Corp. as a sponsor or because there is some profit-laden incentive (although I wouldn't turn it down). My real passion stems from the love of sailing and the belief that San Francisco is the natural venue for this regatta. Boating has brought me much pleasure throughout my life. I've met my best friends on the water. This blessing is something that I'd like to see others enjoy, and having an event such as the America's Cup on San Francisco Bay is just one more way to introduce people to this great activity. So if you want to know what I'd like for Christmas, it's quite simple; I'm even willing to wait until February to unwrap the present. I'm so mature, ya know.

LOUIS VUITTON CUP, ROUND II

If you have not been following the Louis Vuitton Challenger Series, which started off Auckland, New Zealand, in October, you have been missing some of the most exciting match racing in the world. Round II of the series leading up to the America's Cup began on November 6, and when the smoke cleared 13 days later, one boat had broken in half and nearly sunk, another had dismasted, one highly favored syndicate had fallen from grace and two one-boat efforts had fought their ways into the top three. A clear picture has also emerged as to which boats will likely move on to the semi-final rounds in January, and which will soon be packing for home. Here's a look at where we are after two rounds, and where we're going from here.



Above, Dawn Riley. Below, rock the boat indeed! — 'America True' crew were the MVPs of Round II.

Running With the Big Dogs

The Big Three of Round I has become the Big Five in Round II. In order, the top syndicates at this writing are *Prada* (Luna Rossa, Italy, ITA 45), *America True* (America True, San Francisco YC, USA 51), *Team Dennis Conner* (Stars & Stripes, Cortez Racing Association, USA 55), *AmericaOne* (AmericaOne, St. Francis YC, USA 49), and *Nippon Challenge* (Asura, JPN 44). If we wanted to be nice, we could call it the Big Six and include *Young America* (Young America, New York YC, USA 53). You'll see in a while why we hesi-

tate to do that.

Certainly the top story of Round II for Bay Area America's Cup aficionados is the sterling performance turned in by Dawn Riley's *America True* team. Ending Round II with an 8-2 record and second place in overall points, this syndicate continues to surprise just about everyone except Riley and her truly coed team of men, women, Americans and ex-pat Kiwis including tactician Kelvin Harrap and helmsman John Cutler.

"Our team has had the mindset from the beginning that we were going to have the most efficient and effective one-boat program," says Riley, who the popular press reminds us constantly

is the first woman to head an America's Cup syndicate. "Not relying on a second boat and having that psychological fallback has helped us focus on optimizing USA 51 — and saved us around \$7 million."

True put all that saved money where their mouth was in Round II. Coming out of Round I in fourth place, the *True* crew showed a glimpse of things to come when, on their second race in Round II, they beat crosstown rival *AmericaOne*. The race was basically over for Cayard at the start when he was over the line early and had to go

back to recross. The win was a huge moral booster for *True*. And not a hollow one: Riley's yellow boat gained a bit on each upwind leg and gave away only 13 seconds on the downwinds. Obviously, the "very small" modifications made between rounds by *True* lead designer Phil Kaiko paid large dividends, all but erasing the boat's indifferent upwind performance in the first round.

The assault continued through Round II. *America True* dispatched everyone they came up against except *Young America* and series-leading *Prada*. Their toughest battle — and one of the most exciting races of the entire series — was their last race of the round against Peter Gilmour and his fast, aggressive *Nippon* team. As if scripted in Hollywood, November 18 also turned out to be the windiest day of the whole Louis Vuitton Challenger Series thus far, with 18-20 knot winds — barely under the strength where the race committee cancels races — whipping the Hauraki Gulf into a frenzy.

In the pre-start maneuvering, Gilmour



— END OF THE INNOCENCE



Above, 'AmericaOne' spins a brodie. Conditions in the Hauraki Gulf in Round II were about the same as Round I: if you didn't like the weather, wait 15 minutes. Inset, Paul Cayard.

managed to nail *True* with two penalties, one a port-starboard and the other for tacking too close. When a boat commits two penalties — each correctable by a 360° turn — it must correct one immediately. If the penalties occur in a prestart, the turn must be done immediately after the start. *America True* crossed the line, tacked, and spun through a jibe in the gnarly conditions.

Asura rounded the first four marks of the 18.5-mile windward-leeward sausage with consistent deltas of 30 to 40 seconds. Then, on the third weather leg, *America True* caught a lefthand shift and, pointing higher and sailing faster, passed the Japanese, rounding the last weather mark 28 seconds ahead. But *Nippon* carried up wind from behind, and with a little over 2 miles to the finish, it looked like *True* didn't have enough of a cushion to complete her second penalty turn and main-

tain the lead. But there was one more possibility, and the braintrust on *True* — which includes Bay Area sailor Dee Smith in the navigator spot — engineered it masterfully.

In match racing, a boat can also negate a foul by causing the other boat to

foul, and that's exactly what *America True* did — twice. With both boats on starboard jibe and *True* to leeward, Cutler luffed *Asura*. Gilmour didn't react quickly enough and incurred a penalty. Tit for tat; *True* was free. Then, during a second luff-up by Cutler, the boats bumped. Penalty *True*. Yet another luffing match ensued during which the two boats came together, sideswiping each other. By this time we expected the grappling hooks to come out and the crews to go at it with pistols and

cutlasses. The umps tagged *Asura* with another penalty, cancelling *True's* for the second time and the yellow boat crossed the line 12 seconds ahead.

"We put up more (penalty) flags in that race than I did in San Diego in an entire round," said one on-the-water umpire.

Never Say Never Again

Also leapfrogging through the standings with an 8-2 record in Round II was *Team Dennis Conner*. This ascension through the ranks was even more pronounced than *True's*, as *Stars & Stripes* was way down in 7th place after Round I.

A veteran of seven America's Cups (he's made the finals five times, won the Cup three times and lost it twice), Conner can never be counted out until he is out — and sometimes (witness the defender trials in 1995) not even then.

As in the last two Cup bouts, the big man from San Diego came to Auckland with only one boat and a modest budget. In a refreshing move, he chose not to hide *Stars & Stripes'* underbody, but displayed it openly in his compound. Unfortunately, the precedent didn't catch on with the other teams.

Conner has been called the originator, and master, of the two-boat campaign. (He pioneered the concept in Fremantle in 1987.) At this stage of the game, he also deserves a heap of credit for squeezing the absolute most out of 'singles' competition, too. Despite being seriously out-gunned in every area except on-board talent, his last two one-boat campaigns went all the way to the finals before being eliminated.

Curiously, Conner himself hasn't raced aboard the newest *Stars & Stripes* that much. Fundraising duties force him to stay ashore fairly often while the blue boat is ably guided by helmsman Ken Read; longtime Conner friend and sailing lieu-

We expected the grappling hooks to come out and the crews to go at it with pistols and cutlasses.

tenant (and North Sails President) Tom Whidden; Peter Homberg; and navigator Peter Isler, who has traded in his ESPN microphone for another go at sailing's oldest prize. That was the afterguard when *Team DC* scored the biggest upset so far in the Louis Vuitton Challenger Elimination Series — handing the series-leading *Prada* their only defeat in 20 races.

The stone that laid low the Italian Goliath was slung during the fourth day of racing on November 11. The bout

LOUIS VUITTON CUP, ROUND II

started with *Prada* taking the early lead, rounding the first mark 31 seconds ahead and looking, as usual, like they were on

ALL PHOTOS BOB GREISER

vember 9, right in the middle of the round, their second boat arrived. Lucy Jewett, wife of *AmericaOne* Chairman George 'Fritz' Jewett, christened USA 61 *AmericaOne.2* ('dot two') on November 17. The boat was due to start testing against USA 49 as soon as Round II was over.

USA 61 is the last and newest 'second boat' to arrive in Auckland, which makes *AmericaOne* unique among the seven two-boat syndicates. (The others are *Prada*, *Nippon*, *Young America*, *Abracadabra*, *Spanish Challenge* and of course *Team New Zealand*.)

Two-boat teams have a choice of two programs: build two relatively similar boats early on and sail them extensively against each other to test rudders, keels, and so on. (Only *Prada* and *Nippon* have actually done extensive two-boat testing.) Or you can wait until the 11th hour, take ... the shot heard round the race course — '*Young America*' breaks in half during a mark rounding. A moment later (inset), almost everyone was swimming. And then there was ...

their way to yet another victory. But *Stars & Stripes* made the best of a passing rain squall, emerging to round the bottom mark 11 seconds in front of the Italian team. "There's no doubt that Pedro's (Peter Isler) call going into the leeward mark got us past *Prada*," said Read, who added that it was raining so hard that for a few moments, they couldn't even see the mark.

As the wind continued left, the dark blue *Stars* assumed command, and was able to hold off the 'silver bullet' throughout the remaining four legs, winning by 1 minute, 55 seconds.

One Gets Two

AmericaOne continued the momentum of her second-place showing in Round I by putting together a 7-3 record in Round II. Cayard's only losses of the round were to *Prada*, *America True*, and a very exciting, hard-fought battle with Ken Read and *Team DC* that was decided on the last run.

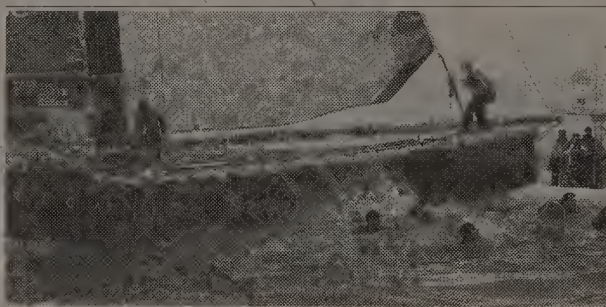
With *AmericaOne* literally surfing *Stars & Stripes*' wake, a puff rolled through, blowing up the former's spinnaker and breaking the latter's boom vang. A-1 bowman Curtis Blewett led the charge forward and within 60 seconds, Cayard was back in the race with a new kite and the bright green shreds of the old one flapping in the stiff breeze. Again he surged up on '*Stripes*', only to brush the spinnaker against their backstay when both boats jibed onto port. A-1 was penalized for what technically was a collision, and with the required penalty turn, the race was over.

"When you're a little kid and you dream of what the America's Cup is all about, this is the type of race you always imagine," said Read at the post-race press conference. Added A-1 pitman Josh Belsky,

The carnage page. Above, 'Abracadabra' snaps a boom, which was not quite as serious as ...

"It was one of those races you love to be in, but hate to lose."

Maintaining focus had to be particularly hard for Cayard in Round II. On 'No-



— END OF THE INNOCENCE

everything you've learned from the first boat and, theoretically, design yourself a more advanced — 'radical', if you want — boat.

That's what Cayard did. The strategy is not without its risks, but Cayard and head designer Bruce Nelson have been around enough America's Cups to have weighed the decision carefully. In terms of the additional six months of R&D, Nelson figures 'dot 2' is another half-generation ahead of the 16 other boats built for this regatta. Only time will tell if they're right.

At presstime it had not been determined whether *AmericaOne.2* — or indeed, any of the other 'second' boats except *Young America* — will be raced in Round 3.

When the Music's Over

If the performances of *America True* and *Stars & Stripes* made the heart soar, that of *Young America* made it want to



... *Pick-up sticks. The Japanese team retrieves the remains of their mast after it took a tumble in Race 4. They swapped the mast from Round I overnight and were back sailing the next day.*

break. Going into America's Cup XXX as one of the favorites, the long-practicing and well-funded NYYC team suffered a series of setbacks in Round II that could ultimately prove fatal.

Everything started out well enough, with USA 53 — in third coming out of Round I — scoring victories over *America True* and Spain in the first two days of

crew hopped back on the stricken boat, police boats, umpire boats and tenders from other syndicates rushed to help the Young Americans bail, offload gear, and get pumps going. *Young America* survived the slow tow back to port, where she was hoisted out of the water and sequestered away on 'injured reserve.'

Certainly one of the biggest advantages of a two-boat program is that, in a situation like this, you can 'punt' with the other boat. But to add insult to injury, the rules require anyone changing horses in mid-

With a loud bang!, 'Young America' folded up like a 75-ft Barco-lounger...

racing. Then, on day three, skipper Ed Baird was rounding the last leeward mark ahead of *Nippon* when *Young America* bounced over a series of big waves and, with a loud *bang!*, crumpled amidships, folding up like a 75-ft Barco-lounger and coming to a screeching halt.

It was like watching an instant replay of the dramatic accident that claimed *OneAustralia* in the 1995 trials. The crew of *Young America*, doubtless thinking the same thing (*OneAustralia* sank in 90 seconds), bailed off USA 53 and were picked up by their tender. When it became obvious after several minutes that the \$4 million yacht wasn't sinking — at least not very fast — two crew jumped back aboard and started taking down sails. As more

Round to give away a race. *Young America's* forced bye gave the bottom-dwelling Swiss boat *Be Happy* its first 'victory' in the Louis Vuitton series. With the next day's racing cancelled because of high winds — "Mother Nature gave us a hand," said Baird — a beefed up USA 58 was ready to go when racing resumed on the 13th. On the next two race days, in mild conditions the 'Young guns handily dispatched *Le Defi* and *Abracadabra*.

But the New Yorkers' problems were far from over. The following day, just as the team seemed back both in form and spirit, they bungled a close race against *Prada*, running down their spinnaker and stopping the boat dead in its tracks. The day after that, they failed to start, claim-

LOUIS VUITTON CUP, ROUND II



ing gear problems. *Young Australia* sailed the course to take the four points. On Race day 10, *Young America* started under jib alone and quit after two legs, giving *Stars & Stripes* an easy victory. On Race Day 11 — a makeup of the cancelled sixth matchup — the *Young Americans* went down to defeat at the hands of Cayard's *AmericaOne*.

The abuse continued: *Young America* petitioned for redress on Race 9, claiming the race committee refused the team's request for postponement. An international jury somewhat mysteriously awarded them one point, but revoked it

This Challenger series has featured the most exciting racing since Fremantle. Above, 'Abracadabra' and 'Le Defi' at the start of Race 9.

later after hearing audio clips from *Young America* (recorded by a TV crew) featuring such exclamations as, "Where's that crack?" "We're risking it!" and "Get the jib down. It's not worth it. Let's get out of here!"

One has to wonder if some sort of curse was put on the New York YC when they lost the Auld Mug to Australia in 1983. In 1987, the club's highly-touted *Eagle* campaign under John Koliis went down in flames early on in Fremantle. In '92,

New York took a bye from the defender trials, supposedly girding themselves for a better shot in '95. Under Kevin Mahaney, that *Young America* program grew progressively better until it got to the finals, where it was pulverized by *Stars & Stripes* and Bill Koch's *Mighty Mary*.

And now this. Speculation still swirls about what went wrong with the Farr-designed USA 53, which like 58 carries its cockpit farther forward — almost to the mast — than any other IACC in attendance. Predictably, the syndicate is giving careful answers (all variations of "we don't know yet") and avoiding

— END OF THE INNOCENCE

5-ft wind chop can push the structure past that edge.

"The conditions today were such that

tendencies are held in check, *Nippon* seems prone to more than her share of misfortune. In Round 1, an exploding spinnaker pole whacked bowman Toshiki Shibata in the face, breaking his nose and jaw and splattering teeth and blood all

Within 60 seconds, Cayard was back in the race with a new kite and the shreds of the old one flapping in the breeze.

you had to choose where you wanted to tack," said *Nippon*'s Peter Gilmour after the race. "You had to find a bit of flat water, and I'm not sure they did that."

At best, *Young America* is 'probable' for the coveted sixth spot in the semi-finals.

The Sun Also Rises

Aussie helmsman Peter Gilmour and the *Nippon* team have had to deal with their own share of problems. As the top-ranked match racer in the world, it goes without saying that Gilmour is as aggressive a sailor as they come. And the first *Asura* (JPN 44) has proven herself a quick and able boat. The problem many pundits blame for her middle-of-the-pack showing after two rounds is that Gilmour is too aggressive: *Asura* is the most penalized boat in the series.

(Ironically, on-the-water umpiring came about largely as a result of Gilmour's aggression as skipper of the defending 12-Meter *Kookaburra* at the 1987 America's Cup. Part of the game plan back then was

over the foredeck. He lived. In Round II, while leading *Prada*, a titanium clew ring on *Asura*'s main let go. Race lost. Against *Stars & Stripes*, a spinnaker trip line broke. Race lost. And on November 11, *Asura* had just finished a jibe in front of *AmericaOne* — incurring yet another penalty for jibing too close — when the top third of her mast snapped off. The boo-boo was traced to a runner tail that had slipped off its winch.

"What's next?" quipped Quokka correspondent Rich Roberts, "Godzilla rising from the depths of the Hauraki Gulf?"

Now That's Italian

And then there's *Prada*. The Italian juggernaut with its elegantly understated silver and red graphics purrs on, as unflappable as a Lamborghini Diablo with a bunch of dogs nipping at its tires. Try as they might, competitors have yet to find the chinks in this syndicate's armor — and shudder to think there might not be any. In light, rough or occasionally ideal

LOUIS VUITTON STANDINGS at the end of Round II

Syndicate (round 1 standing)	Helmsman	Round I (win-loss/pts)	Round II (win-loss/pts)	Total (win-loss/pts)
1. <i>Prada</i> (1)	De Angelis	10-0/10	9-1/36	19-1/46
2. <i>America True</i> (4)	Cutler	6-4/6	8-2/32	14-6/38
3. <i>Team DC</i> (7)	Read/Conner	5-5/4.5*	8-2/32	13-7/36.5
4. <i>AmericaOne</i> (2)	Cayard	8-2/8	7-3/28	15-5/36
5. <i>Nippon</i> (5)	Gilmour	6-4/5.5*	6-4/24	12-8/29.5
6. <i>Young America</i> (3)	Baird	8-2/8	4-6/16	12-8/24
7. <i>Spain</i> (6)	Campos/Doreste	5-5/5	3-7/12	8-12/17
8. <i>Abzacadabra</i> (8)	Kolius/Larson	4-6/4	3-7/12	7-13/16
9. <i>Le Defi BTT</i> (9)	Pacé	2-8/2	3-7/12	5-15/14
10. <i>Young Australia</i> (10)	Spithill	1-9/1	2-8/8	3-17/9
11. <i>Fast 2000</i> (11)	Schumann & Pajot	0-10/0	2-8/8	2-18/8

*Team DC and *Nippon* each lost half a point in Round I for failing to avoid collisions.

trying to foul competitors at the start and fight things out later in the protest room. As the preceding account of *Asura*'s battle with *America True* illustrates, it's still part of the 'Peter principle'.)

But even when 'Peter-San's aggressive

conditions, soft spoken skipper Francesco de Angelis and tactician Torben Grael have maintained cool heads and made few mistakes. They have had no significant gear failures, no one has fallen off the boat and they've won most starts. That's a win-

fingerpointing, which is hell for journalists but a tribute to their professionalism.

The only thing that is obvious, that is right there on video for everyone to see, is that it was the deck right around the mast of US 53 that failed. (In *oneAustralia*, it seems to have been the bottom, which is why it sank so fast.) But *Young Americans* from Chairman John Marshall to builder Eric Goetz insist that the structural components of the boat are undamaged — and that she can be repaired. We'll see. The incident once again reminded everyone how close to the edge these boats are built, and how something as common as 4 to

LOUIS VUITTON CUP, ROUND II

ning formula in any racing campaign, but at this level, it's everything.

Obviously, as *Stars & Stripes* showed, *Prada* is not unbeatable. One could argue that the outcome of that race was more a function of the capricious Hauraki Gulf weather than any particular brilliance on the *Team DC* boat or mistakes on the Italian one. But that's sailboat racing. A loss is a loss. One could also argue (to the same end) that gear failures aboard

Remaining Louis Vuitton & America's Cup Schedule

LVC ROUND 3

December 2 - January 1

Challengers race each other once (Win worth 9 pts.)

LVC SEMI-FINALS

January 2 - January 19

Six challengers with most points from previous rounds advance to semis (Challengers start with a clean slate — no points — and race each other twice; wins worth 1 pt.)

LVC FINALS

January 20 - February 13

The top two challengers will compete in a best of nine race series.

AMERICA'S CUP MATCH

February 19 - March 4

Winner of the LVC takes on *Team New Zealand* in a best of 9 race series.

AmericaOne and *Nippon* were the only reasons *Luna Rossa* won her races against those two boats. The bottom line is, *Prada* is the top boat, and will almost certainly be the boat to beat in the finals come January. (See sidebar for more.)

On Down The Food Chain

Barring unforeseen catastrophes or miracles in Round III, the remainder of the field — *Abracadabra 2000* (*Abracadabra 2000*, USA 50/54, Waikiki YC), *Spanish Challenge* (*Bravo España*, ESP 47/56, Spain), *Le Defi Bouygues Telecom-Transiciel* (FRA 46, France), *Australian Challenge* (*Young Australia*, AUS 31, Australia) and *FAST 2000* (*Be Happy*, SUI 59, Switzerland) — will not be factors in the finals. Here's a look at where each was at the end of Round II.

- *Abracadabra* — John Koliuss' two-boat Hawaiian team may have scored big points in the graphics department (the sides of both boats are adorned with dolphins and whales painted by marine artist Wyland), but their performance on the race course thus far has been disappointing to say the least. Fundraising problems are partially to blame — the coffers ran dry for a time in the spring of '98, which delayed their arrival in Auckland (and valuable two-boat testing time) by

months. To his credit, five-time America's Cup veteran Koliuss remains an open-minded skipper. Recognizing that his

starts weren't up to snuff, he replaced himself in the seventh race with tactician Chris Larson. Things started to improve



— END OF THE INNOCENCE



Will Dawn Riley (left, looking for wind) be the first skipper to take a one-boat campaign to the finals? Will 'Stars & Stripes' (above) carry the Midas touch through Round III?

caused *Abracadabra* to drop out of three races in Round II — they could be a wild card in Round III.

• *Spanish Challenge* — Also finishing Round II with a 3-7 record and in fifth overall at the end of two Rounds, Pedro Campos' able syndicate is another dark horse for the semi-finals. Running as hot and cold as *Abracadabra*, when *Bravo España* is 'on', they're really on. In fact, one of the most exciting races of the whole series was the last race of Round II, in which *Abracadabra* was matched up with *España*. Both boats were 'on' that day and the lead changed four times before a blown halyard signalled the end for the Spanish boat. But this third America's Cup for Campos is his best-funded, and he has two boats designed by Rolf Vrolijk (half of the Judel/Vrolijk team). We haven't seen the last of him yet.

• *Le Defi* — The French, a presence at America's Cups since the days of Baron Bich's 12-Meters back in the '70s, are back at the 1999/2000 Cup with just as

went sailing soon after and to everyone's horror, seemed no more competitive than in Round I.

• *Young Australia* — Syd Fischer's upstart challenge, the fifth and — he says — last for the 72-year-old entrepreneur, has been nothing if not colorful. Staffed by a 'Logan's Run' crew — no one is over 30 — in Round I they flogged Fischer's then-slow '95 Cup boat around the course, beating only the hapless Swiss. For Round II, they borrowed the old *OneAustralia* (AUS 31, the boat that *didn't* sink in '95). Considered to be the second fastest boat in the '95 Cup — it was the

only one to beat *Team New Zealand* in 1995 — the boat had been under charter to Cayard and *AmericaOne* as a trial pony. Cayard helped facilitate the transfer, which was approved by the powers that be two minutes before the Friday, November 5, mid-day deadline. "It doesn't help us win the America's Cup," said Cayard of the deal. "But I think it helps the Cup."

Young Australia skipper James Spithill has acquitted himself as well as can be expected for a 20-year-old dinghy racer skippering a 75-ft boat with 16 guys in his first America's Cup. He brings an enjoyable enthusiasm and positive energy to every bout. Unfortunately, that's about all *Young Australia* brings, and she has been easily dispatched by all comers except the freaky *Be Happy*. Spithill's only wins in Round II were against the Swiss and *Young America*, when Baird pulled out of the ninth race before the start.

• *Fast 2000* — One got the sense early on that the Swiss bit off more than they could chew in their first-ever try for the America's Cup. The weirdness started with some obscure provision in the America's Cup Deed of Gift (the rules) that requires a challenging country to have a

One got the sense early that the Swiss bit off more than they could chew in their first-ever America's Cup...

much panache, exuberance — and troublesome a boat — as ever. Following a mediocre 2-8 showing in Round I, the French team — the whole team, sailors, builders, everybody — went at the boat with grinders and chainsaws for a few between-rounds modifications. She came out of the shed sporting a new keel strut, keel bulb wings, rudder and stern extension. She remeasured in early November,

route to the sea. Being landlocked, the Swiss team had to prove they could get to the ocean easily via the Rhone River. The weirdness culminated with a design flyer that makes Tom Blackaller's radical, front-ruddered 1987 12-Meter *USA* look downright normal in comparison.

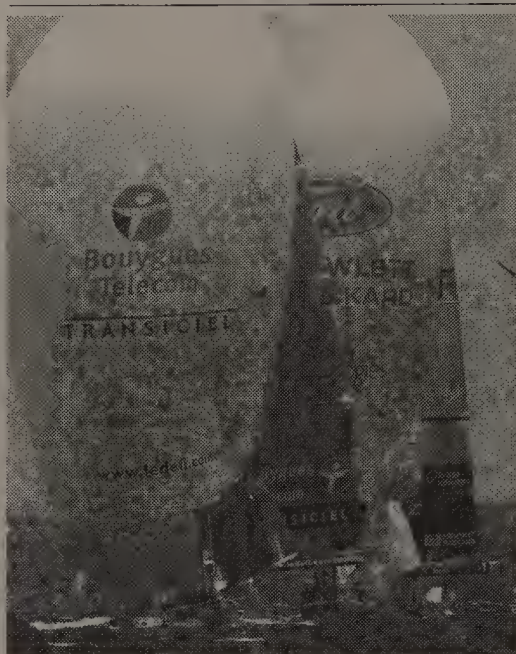
Be Happy does not have a keel in the conventional sense of the word. Instead, it has front and aft, uh, rudders. Or maybe

immediately, and the boat finished the round with a 3-7 record. If they can hold their boats together better — gear failures

LOUIS VUITTON CUP, ROUND II

they're 'steerable keels'. Anyway, each has a bulb at the bottom. The front foil articulates while the aft foil is fixed with a trim tab. If you think it sounds weird, you ought to try steering it. The boat needs two helmsmen — Jochen Schumann and French ex-pat Marc Pajot — who are supposed to work in synch. The theory behind the design is less wetted surface and more speed. In the real world, this boat has not been able to get out of its own way, sometimes crabbing sideways, sometimes stopping altogether and occasionally — very occasionally — showing impressive bursts of speed. But without another year to learn to sail it, they might as well start packing now.

Traditionally, the two-boat programs start coming on strong in Round III. History tells us that no one-boat campaign has ever advanced past the finals. But no



The only thing more enormous than an IACC yacht's ballast-to-displacement ratio is its sailplan. It's a tribute to engineering and seamanship that they hold together as well as they do.

boats? Will the wind *really* start moderating soon? Pick up next month's issue and find out or, if you can't wait that long, tune into Quokka Sports' excellent website, www.americascup.org. Or better yet, beg, borrow or buy a copy of Virtual Spectator and watch it all in 'real time.'

We've waxed poetic for nine pages now about the perceived strengths and weaknesses of the various syndicates. But the fact is, we're making these observations from the basement of an office in Mill Valley. The real action is 8,000 miles southwest of here where some damn good sailors are getting ready to sail 11 more races on a meteorological crap table called the Hauraki Gulf. And now that the racing *really* counts — with wins worth 1 and 4 points in the first two rounds, it was easy to 'not care' if you dropped a race or two — hundreds of people who have devoted months or years of their lives just to be in Auckland are super-motivated to make

PRADA — WHO ARE THESE GUYS?

In 1983, the first year Italy participated in the America's Cup Challenger series, the big joke was that you always knew when *Azzurra* was going to tack — everybody on the rail flicked their cigarettes into the water.

Times have sure changed. In 1992, Paul Cayard took Raul Gardini's big-buck *Il Moro di Venezia* syndicate to the hallowed best-of-nine America's Cup races, only to be defeated 4-1 by Bill Koch's big-buck *America's* team.

Now there is *Prada*, which can practically sit out half of Round III and still be assured a spot in the semi-finals. *Prada*, which, barring an asteroid strike in the Hauraki Gulf will almost certainly be one of the two syndicates in the final round of eliminations in January.

Who are these guys?

Prada itself is a fashion empire that according to the press releases has turned over \$750 million in the last 18 years. Its ascent from a small, family business into a global brand is due largely to business

wizard Patrizio Bertelli, who married into the family.

When he's not building empires, Bertelli likes to sail. He owns the 1934 12-Meter *Nyala* and KZ-7, one of the plastic fantastic *Kiwi Magic* boats. Up until recently, he was satisfied to race both boats in various Mediterranean regattas. But he's long had his eye on yachting's biggest prize of all.

When Bertelli decided to try for the America's Cup, he didn't have to knock on any sponsor doors. He just started writing checks, an estimated \$70 million worth so far, which makes *Prada's* budget far and away the most lavish of any competing challenger syndicate — heck, any two to three of them combined.

He was an informed shopper. *Prada's* 'hardware' includes all three of Bill Koch's *America's* boats from the 1992 and 1995 campaigns. Among the 'software': designer German Frers, who drew all five *Il Moro di Venezia* boats in 1992, his son, German, Jr., Doug Peterson, lead designer

for both *America's* and New Zealand's *Black Magic*, and David Egan, the computer and fluid dynamics guru who was also part of the '95 *Kiwi* design team.

And they started early. *Prada* was the first syndicate to have two new boats, and they have been tuning them against each other the longest.

At the helm of *Prada* is 39-year-old Francesco de Angelis, a six-time world champion in different classes and senior skipper of Italy's winning Admiral's Cup team in 1995. At his side as tactician is the only non-Italian native on the boat, three-time Olympic medalist Torben Grael of Brazil. Everyone else aboard is 100% Italian, *gracie* very much.

The only perceived weakness in this impressive armada was de Angelis' lack of match racing experience, so Bertelli hired Rod Davis. Originally from California and now living in New Zealand (where he's working toward a Soling berth in the next Olympics), in the last 15 years or so, Davis has participated in seven America's Cups for three different nations. Now it's four. Although he doesn't have the residency to sail on the boat, as sailing coach, Davis's vast match racing and America's Cup experience have combined to eliminate seemingly the only Achilles heel in *Prada's* impressive program.

one-boat team in recent memory has been as strong as Round II MVP *America True*. And like we say, you can never count Dennis Conner out until he's out.

So whaddya think? Will *AmericaOne's*

new boat prove as fast as hoped? Will *Young America* be able to hold onto the coveted sixth spot? Will *Prada* show any weaknesses when the pressure is really on? Will the Hauraki Gulf eat any more

things happen for their teams. Anything can happen. The only thing we know for sure is, it's going to be interesting as hell to watch.

— latitude/jr

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BAJA HA-HA VI

Bruce and Diana Bolan of the Palo Alto-based Cross 46 *Migration* remember their first leg of the Sixth Annual Baja Ha-Ha, which departed San Diego on October 26 for Cabo San Lucas as follows: "We lost the steering two times, then the autopilot conked out. When we followed the autopilot manufacturer's repair rec-

cluded a broad spectrum of boats, from a Coronado 27 and Vega 27, the two smallest, to a stately Swan 65, an ultralight MacGregor 65, and the largest entry of all, an Ocean 71. A couple of the monohulls — such as the Westsail 43 *Synergy* — were participating in their third Ha-Ha, while even more, such as the Fast Passage 39 *Maverick* and Catalina 42 *Neener*³, were on their second Ha-Ha.

In addition, there were eight multihulls, from a the Prout 37 *Whiskert* to *Latitude's* Surfin' 63 *Profligate* — which served as the Committee Boat for the third year in a row. There were also two powerboats and one entry who, unable to take his own boat down again this year, decided to fly down. It takes all kinds to make a Ha-Ha.

For those unfamiliar with the event, the goals are simple: To encourage everyone who would have been sailing to the Cape anyway to have a safe trip and make lots of friends along the way. As such, competition is mostly an afterthought. Those who sail the most are held in the highest esteem, but nobody looks down on those who are quicker to turn on the engine. The Ha-Ha committee be-

lieves its purpose is to promote fun as opposed to enforce a lot of rules, so the event's Grand Poobah is never bothered by participants who start a few days late, a little early, or drop out — briefly or permanently — to visit places such as as Isla San Martin, Cedros Island, and Mag Bay. All that matters is safety, behaving responsibly — and advising the committee of any deviations to the standard itinerary. This year's fleet did a great job in all these areas.

The first official event of the Ha-Ha was the Costume Kick-Off Party at the Cabrillo Isle Marina in San Diego. When checking in, each skipper received a sack of free goodies that included a Ha-Ha T-

shirt for the First Mate, a Some Like It Hot T-shirt and Ha-Ha cap for the skipper, a Ha-Ha sports bottle inscribed with a chart for the navigator, two pairs of Ha-Ha sunglasses and Croakies, a Ha-Ha burgee, a Motorola flying disc, and a copy of *Latitude's First Timer's Cruising Guide to Mexico*. Not a bad haul for a two-week event with an entry fee of just \$139! In addition, West Marine picked up most of the tab for a delicious *fajita* dinner for the skipper and mate, and there were free sodas, wine and beer for everyone. At the end of the event in Cabo, Corona sprang for a couple of cans of Modelo for everyone.

It's sort of crazy to start off a big rally with a costume party, because the next time people see each other in Turtle Bay



Vikings doing the can-can? Hey, it takes all kinds to make up a Baja Ha-Ha fleet. Some folks even dressed in disguise at the starting line.

ommendation, the unit caught fire — right when we finally got a fish on the line. And our crew wasn't much help, as the cat threw up on our bunk six times in the first hour and the dog peed everywhere. But we still had a great time!"

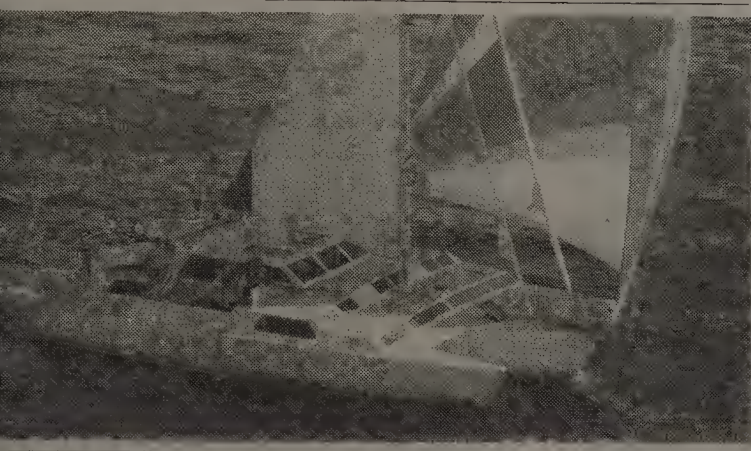
It would have been difficult for any of the 447 participants not to have had a good time in the 'Millennium Ha-Ha', which took the fleet of 126 boats on a 750-mile adventure with stops at Turtle Bay and Bahia Santa Maria. For while California was getting soaked in the first big storm of the season and several lives were being claimed by monumental surf off Northern California, the Ha-Ha fleet enjoyed splendid weather characterized by relentless blue skies, increasingly warm air and water temperatures, and a variety of salubrious wind and sea conditions.

While the number of paid entries for this year's Ha-Ha was off slightly from the 1997 high, having 126 finishers was an all-time record. As usual, the fleet in-



Spread: 'Fortuna', the Little Harbor 54 roared along like a freight train. Inset, left: A preponderance of asymmetrical cruising chutes were a sign of the times. Inset, right: "Don't shoot me, I'm your watch partner."

— CAPE CRUSADERS



The Cross 46 trimaran 'Triumph' was lookin' good at the start. The Woodleys brought their kids along on their open-ended cruise.

they're out of costume and don't recognize one another. But that kind of pleasant confusion is a Ha-Ha trademark. There were dozens of swashbuckling pirates, a quartet of goose-stepping Vikings, and the complete cast of characters from the Wizard of Oz — although we have no

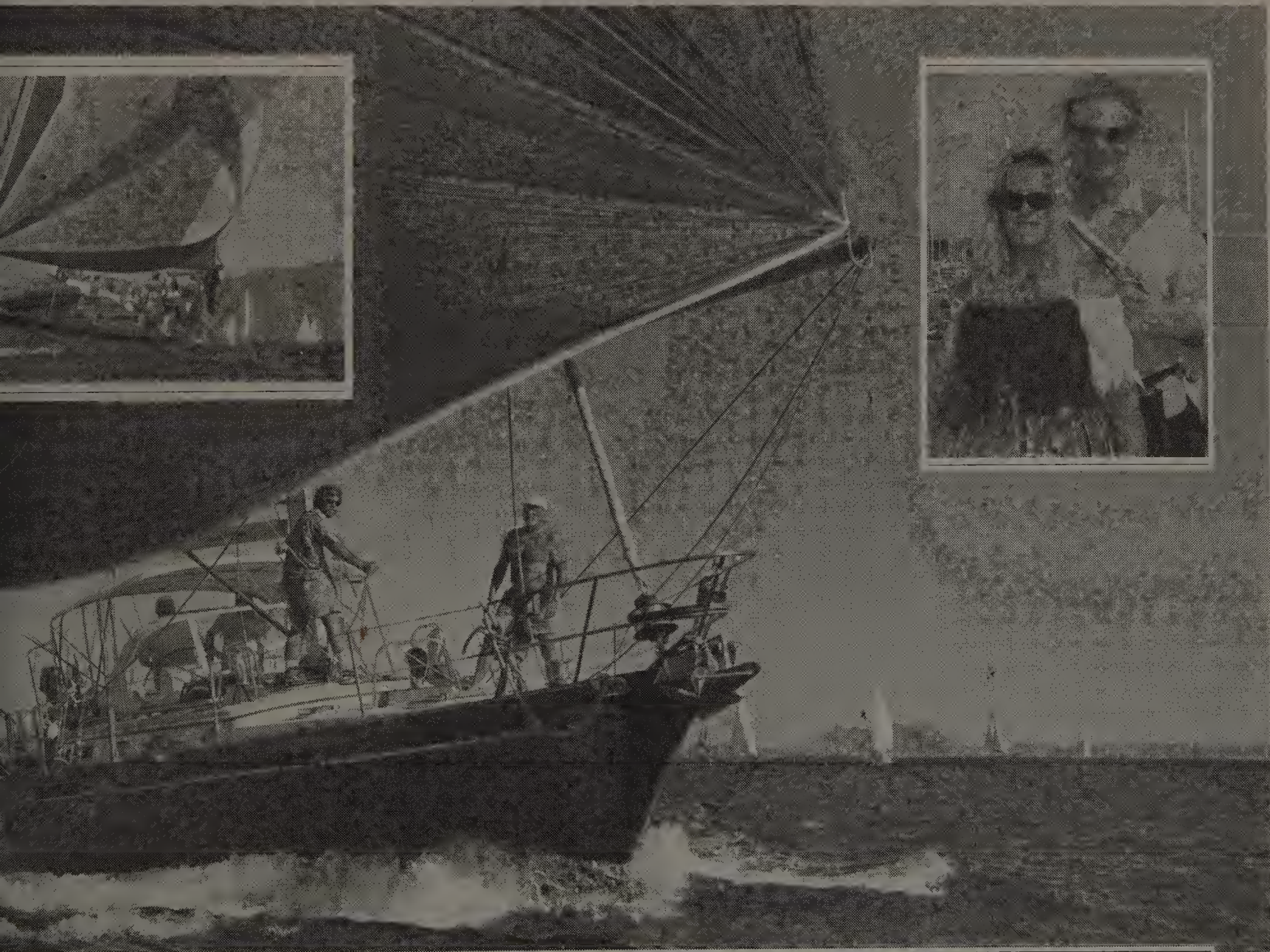
idea who the folks behind the makeup actually were.

Because the Ha-Ha fleet is mostly made up of genuine cruisers as opposed to hard-core racers who have professionals prepare their boats, there are always a bunch of entries late for the start. While the bulk of this year's fleet was more punctual than ever, there were a number of exceptions — some of them hilarious.

Steve McClean of the San Francisco-based Coronado 27 *Double Duty* shares his sad story: "My crewman and I were leaving Mission Bay on our way to the

start when I decided we should top off the fuel tanks. While I went below to do some last minute stowing, my buddy mistakenly veered away from the center span of the four-lane bridge in our path to head for the fuel dock. Crash! The mast came down, ripping out the chainplates and headstay fitting — taking great chunks of fiberglass with them! Fortunately, Driscoll Marine was sympathetic to our plight, and had my boat ready for sea again in just two days. At least nobody was hurt; I just got my checkbook out and started bleeding. But I saw parts of my boat that you shouldn't see unless you're building it."

As if the dismasting before the start wasn't bad enough, *Double Duty* — an 'ice chest and a bucket' effort — had a host of other problems. The impeller on the diesel went out and the fuel filter got clogged, so they didn't arrive in Turtle Bay until



BAJA HA-HA VI

the fleet was starting the 240-mile second leg to Bahia Santa Maria. Then, both her steaming light and anchor light failed, forcing her crew to climb to the masthead each night to tape a flashlight in place. Although the duo became so exhausted they had to resort to hour-on, hour-off watches, they finally caught up to the fleet for good — at Cabo San Lucas.

Robert Sutherland and Austin Dito of the Mill Valley-based Wylie 34 *Echo* also had trouble getting from their Mission Bay berth to the starting line off the Coronado Roads. It was keel and rudder problems for *Echo*, as they repeatedly got the appendages ensnared in the notoriously thick kelp forests off Pt. Loma. Extricating *Echo* took the doublehanders so long that they were more than an hour late for the start.

Some boats knew they were going to be a little late. Neil Williamson of the Sausalito-based Contest 48 *Serjero*, for example, had a crewmember whose flight didn't arrive in San Diego until 10:40 a.m. — 20 minutes before the start that was at least 45 minutes from the dock. Actually, quite a few crewmembers didn't fly in until Tuesday morning, wanting to miss



TOM LYON

Smokin'! A fine, steady breeze launched the fleet from San Diego on a glorious broad reach. Many boats flew their chutes day and night.

as little time away from work as possible. But most arrived on earlier flights.

Carole Schurch, who sells Iridium worldwide cell phones for Motorola, was indirectly responsible for making Bob Beltrano of the Hans Christian 43 *Nai'a* late to the line. Schurch had sold Beltrano

an Iridium phone at the Kick-Off Party on Sunday, but FedEx absolutely positively wasn't able to deliver it until 10:00 a.m. on the morning of the start. Although it made the Beltrano a little late for the start, at least he and his crew were capable of calling friends around the world to tell them about their adventures.

A couple of boats always start the Ha-Ha from Ensenada, home of the sales tax saving '90-Day Yacht Club'. This year two such boats were Doug Swanson's Cal 39 *Windfall* and the Prescott family's Panda 38 *Gaelic Swan*. It was low tide when *Windfall* approached the Marina Coral fuel dock to top off her tanks, and she became stuck in the mud 20 feet shy of the pump. She was soon joined in the muck by *Gaelic Swan*. Both boats eventually floated free and started at 8:00 p.m. — having given the San Diego fleet an eight-hour head start.

The majority of the mostly well-prepared fleet had no troubles getting to the



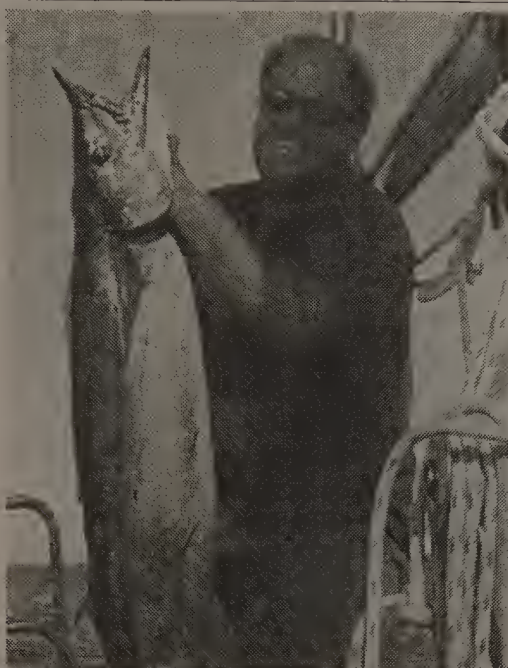
— CAPE CRUSADERS

ALL PHOTOS LATITUDE/ANDY
EXCEPT AS NOTED

starting line on time — or with the entire passage. And for the 115 or so who pretty much started on time, the conditions couldn't have been more delightful. With 10 to 12 knots of fair wind, flat seas, and lots of warm sunshine and blue skies, spinnakers and gennikers blossomed all across the horizon. As we recall, the first two boats over the line were Wayne Meretsky's S&S 47 *Moonduster* and Gunther Schlicht's Little Harbor 54 *Fortuna*. But the starting line was a couple of miles long, so it was hard to be certain.

Given the size of the fleet, there were bound to be minor mishaps from the outset. Some folks had trouble getting their chutes up, and one crew set theirs sideways. When the late-arriving *Echo* finally crossed the starting line, she immediately ripped one of her chutes. As for Robert Mongrain, it was only 20 minutes into the rally before a sharp edge on the rig of his Lagoon 41 *Far Niente* took out his brand new — and only — spinnaker. Ouch, my pocketbook!

The faster boats that started punctu-



MYSTERY PHOTO

Were the fish biting? It depends on who you ask. Let's just say that those who knew what they were doing landed plenty of 'pescado'.

ally had a dream run to Turtle Bay. "It blew 10 to 15 knots the first day and night, and we had clear skies and a big moon," remembers Chris Maher of Doyle Sails who was aboard *Moonduster*. "The second day and night it blew 15 to 20 knots, but the seas weren't any more than six feet, and we were able to continue carrying the 3/4 oz chute right down the rhumbline. It was idyllic sailing, and we covered the 360 miles in 48 hours and three seconds." *Fortuna*, which apparently had been the second boat to cross the starting line, was also the second boat to finish, arriving in Turtle Bay about four hours later.

Many of the less experienced crews weren't able to sail their boats as low, and therefore strayed further offshore — where they got a little more wind. The Lagoon 37 *Adia*, with *Latitude* staffer Christine Weaver

aboard, was one of them. "For the first two days we had about 15 knots of wind during the day and 15 to 18 knots at night, so it was just perfect. It did get cold at night, however, and some of our crew suffered because we hadn't brought San Francisco Bay-style cold weather gear. We saw the strongest sailing breeze, about 22 knots, on the afternoon and early evening of the third day. We were surfing on 4 to 6-foot seas and we hit lots of 10s and 11s — we even got a 12.6. Not bad for a 37-footer! Not only had the Leg One winds been perfect, but right after we fin-

ished, a group of dolphins led us into Turtle Bay. It was fantastic!"

Depending on where they were on the ocean, some of the smaller and slower boats had even more wind. Rick Guetter of the Chance 30 *Bigfoot* reported several hours of 30 knots and one gust to 45 knots. As he's done plenty of offshore sailing and a number of deliveries to and from Mexico, Rick's report is credible.

After a long career as a Captain in the U.S. Navy, Bruce Taschner, skipper of the Catalina 30 *Geminairre*, and his crew had their hands full during the latter part of the first leg. "We were really smokin', going way over the boat's hull speed with the chute up. Even though we probably should have taken the spinnaker down, nobody wanted to go forward." Mother Nature then stepped in to solve the problem, by snapping their pole not far from Cedros Island.

Profligate, the committee boat, got off to a late start as a result of returning to San Diego to pick up aerial photographer Tom Lyon — and doing some last minute shopping for — we're not making this up — mirrors and patio furniture. When the big cat finally got underway at 1700, the wind had fizzled and there wasn't much left on the course other than a sloppy sea. In their own way, these were ideal conditions — for ripping the boat's only full-sized kite, which happened in the wee hours.

By the middle of the second full afternoon, however, the wind filled in at 18 to 22 knots and the committee boat began to stretch her legs. Powered by just a small

Yee-haw! Ride 'em boy. When you need to bust through the shore break, there's nothing like a hard-bottom Zodi and a powerful outboard.



Wayne Meretsky's S&S 47 'Moonduster' dusted the big cat 'Profligate' during the anything-goes Turtle Bay Cup. Inset, left: Tony Clarke and his lovely daughter spent some quality time aboard 'Second Life'. Inset, right: Jeff and Debbie Hartjoy sailed their Baba 40 'Sailor's Run' all the way.



BAJA HA-HA VI



The 'Geminairre' crew had their share of troubles, but every time we saw them they seemed to be wearing ear-to-ear grins.

screecher and a reefed main, even the novice drivers in the 11-person crew were hitting the mid-teens and surfing right over the waves in front. While the rest of the crew was casually preparing lunch, Doña de Mallorca hit 19.6 knots. Even the Poobah managed to break the 20-knot barrier twice. "Although the boat was tracking as though on rails," he said, "we're still not used to surfing 1,900 square foot structures down waves at 20 knots, so it was pretty exciting — but in a mellow way."

There was more to completing the first leg than speed, however, as there were some notable holes in the wind between Cedros Island and the finish off Turtle Bay. For example, late in the afternoon of the third day about 70 miles from Turtle Bay, *Profligate* gybed in front of the Tayana 42 *She Wolf*, and quickly took off in the direction of the finish. Ten miles from the line, however, she became becalmed, and after hours of going nowhere, the shamed skipper and crew resorted to the diesels. The slower Tayana, however, merrily carried on in nice breezes all the way to the finish, to become one of many entries that sailed the entire first leg.

The strangest sailing on the first leg, however, took place aboard Doug Carlton's *Seaquester*. Since this was a sailboat rally, the newly retired 747 mechanic figured he should at least attempt to set some

sail from his 52-ft trawler's two stubby masts. Not really sure what they were doing, Carlton and crew flew a jib and a spinnaker in a wing-on-wing configuration — and eventually got the heavy boat up to 6.5 knots. "It was a real nail-biter," admits Carlton, who was relieved when both sails blew apart.

Some of the crews — Jeff and Debbie Hartjoy of the Baba 40 *Sailor's Run*, for instance — were willing to do just about anything to keep their best drivers on the helm during the windier parts of the first leg. So when Jeff absolutely couldn't contain his bladder any longer, the resourceful Debbie appeared with a little plastic hospital urinal, unzipped Jeff's pants, and 'relieved the watch', so to speak, while her husband continued to drive. That's the Ha-Ha spirit!

Fortunately, there were no serious injuries during the event. The worst 'owie' on the first leg was endured by Alan Weaver, the popular Harbormaster of Ma-

rina Village in Alameda. While happily driving the S&S 47 *Moonduster* under spinnaker at night to celebrate his 50th birthday, Weaver received a hard blow to the chin from a flying object. "Hey, cut that out!" he yelled to his mates down below, for some reason assuming they were throwing garbage at him. It turned out that Weaver had actually been cold-cocked by a flying fish.

Doug Swanson's Cal 39 *Windfall* was also visited by a flying fish. After fixing his boat's head three times on the first leg, Swanson gave up and placed a bucket on — where else? — the poop deck. But the first

time his female crew went to sit down on it, she was alarmed to find a flying fish flapping around in the bottom. "It turned out to be the only fish we 'caught' the

entire trip," moaned Swanson.

The only semi-serious boat problem on the first leg occurred when Larry McKay of the vintage Catalina 38 *Come Monday* advised the morning net that they were taking on water around the rudder shaft. The fleet offered a variety of suggestions on how to stem the flow. Our favorite came from a well-intentioned woman who advised that it couldn't hurt to jam a bunch of tampons into the opening. *Come Monday* made it to Turtle Bay without having to resort to 'tampon technique', then made a permanent repair with epoxy and cloth.

The fleet was quick to respond to minor problems, too. When the Sea Breeze 57 *Trader* needed some grease to lubricate a shaft bearing, the Ericson 31 *Hydra* pulled alongside to make an open ocean transfer.

Each morning when the fleet was at sea, the Poobah hosted an SSB net from aboard *Profligate*. And each morning — thanks to Motorola's Iridium satellite phone and Commander's Weather Service (which was filling in for the retiring Bob Rice) — the Poobah was able to broadcast the latest weather forecast. While the reports were repetitive, they were also comforting. Every day it was pretty much:



As the weather grew warmer south of Turtle Bay, crews no longer needed their ... foul weather gear.



— CAPE CRUSADERS



If you thought all Ha-Ha participants were retirees, think again. On the beach at Cabo, the offer of 2 for 1 margaritas was hard to pass up.

"Ten to 15 knots from the north to northwest, clear skies, no tropical activity, and no major systems approaching."

After calls for medical problems — the only one involved *Cassiopeia's* dog, which was rushed to Cabo and then flown to San Diego, where she underwent successful surgery — and mechanical problems, which were mostly minor, it was time for the roll call. The first couple of days it took awhile to get through all 126 boats, but

after everyone got the hang of it, it only took about 20 seconds per boat. Vessels without SSBs — about half the fleet — relayed their positions via VHF to SSB-equipped boats such as *She Wolf* and others, which in turn passed them on to the committee boat. It not only resulted in always having more than 95% of the fleet accounted for, but instilled a nice sense of community.

It's hard to know who looks forward to the fleet arriving in Turtle Bay more, the sailors or the 3,000 residents. After two to three days at sea, most of the fleet was eager for a secure anchorage and a little shore leave — including cold *cervezas*, their first authentic Mexican food, \$2.50 showers, and the warmth of the locals. As for the locals — particularly the kids — the arrival of the Ha-Ha fleet is the biggest event of the year, as everyone enjoys the excitement of seeing new boats, faces, clothes, and behavior. One elderly woman on the bluff overlooking the huge fleet pointed to the boats and with a big smile said, "Muy bonita!"

On the surface, Turtle Bay has little to offer. Its waterfront is dominated by a



TOM LYON

Proudly displaying an orca — symbol of her home waters — the Hunter 40.5 'Kellie Claire' was one of many boats from the Northwest.

somewhat dilapidated pier and an abandoned fish processing plant, and the dust-covered settlement has neither paved streets nor vegetation. The buildings and homes range from shacks to the very basic. There are a couple of small restaurants, but they are often closed. Yet when the fleet was polled after the Rally about their favorite spot — San Diego, Turtle



The arrival of the fleet at Turtle Bay brings out the entrepreneurial spirit in the local kids, who will gladly 'guard' your dinghy for a small tip. Beyond the dock, the fleet peppered the bay, where the arrival of two or three foreign boats normally constitutes a big day.

BAJA HA-HA VI

Bay, Bahia Santa Maria, and Cabo San Lucas were the candidates — Turtle Bay was the clear favorite. We suspect it was because of a combination of the shy but friendly population, the unpretentiousness of the town, and the rugged beauty of the desert-by-the-sea location.

Naturally, the few local entrepreneurs sprang into action as soon as the fleet began arriving. The *panga* men and boys, for example, were ready to locate and sell just about anything anybody wanted, from water, ice, diesel and beer, to trips to and from shore.

Ha-Ha headquarters in Turtle Bay, as always, was Javier's Vera Cruz Restaurant at the top of the hill. Although Javier enlarged his facility and staff for the two nights the fleet was in, he was still so over-run that he ran out of beer and it often took an hour to have food orders filled. But nobody was in a rush.

However, this year Javier had more competition than ever. Rogelio, who runs the Deposito Playa at the foot of the pier on the main path into town, was wearing his old Ha-Ha hat and therefore attracting customers right and left. And up on the bluff near the church, Julio and Maria, who used to run the fuel dock, had opened up the Cappuccino Cafe, Turtle



Umm, umm, good. Like asking, "What's for lunch?" at a cattle ranch, there was no shortage of lobster at the Bahia Santa Maria beach party.

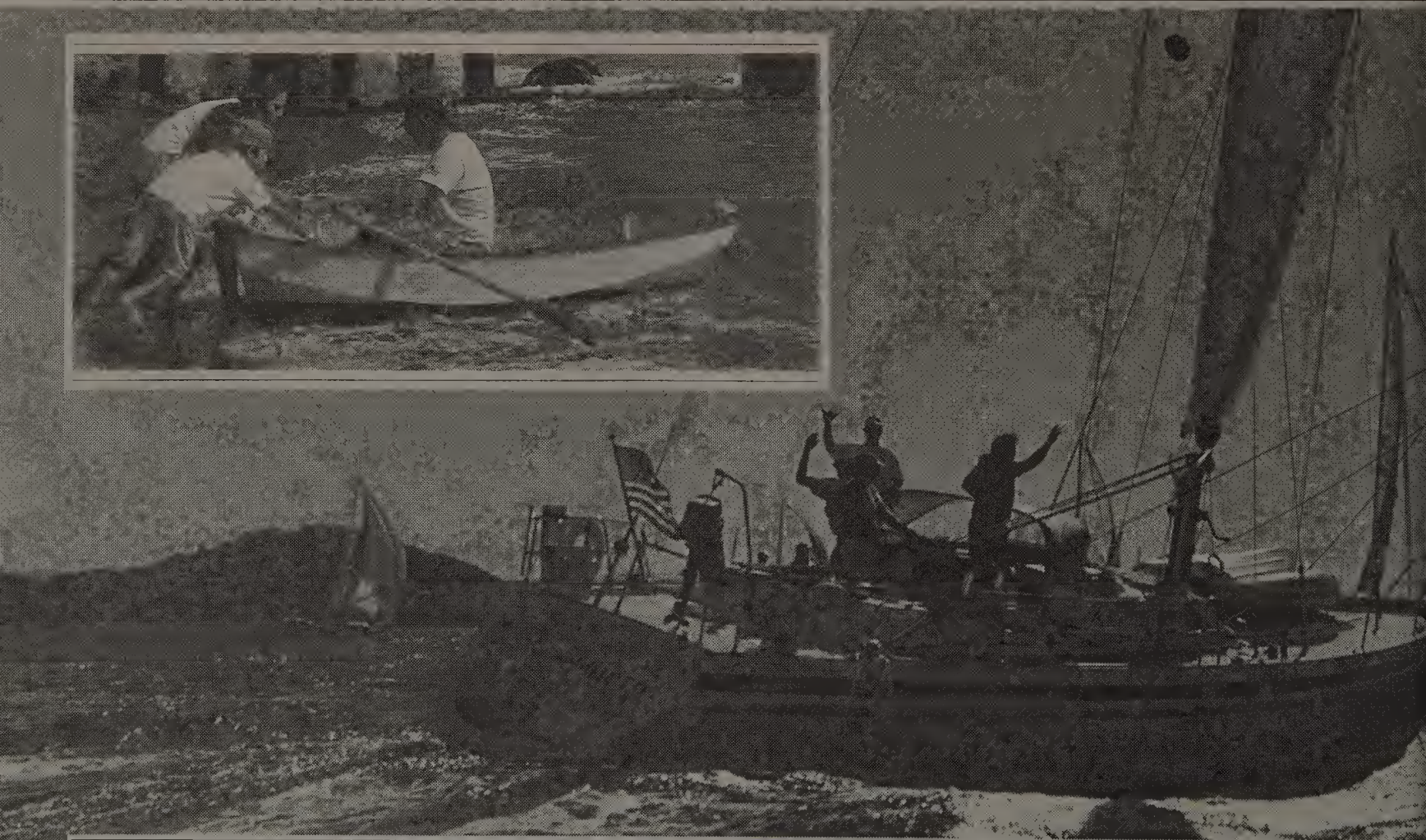
Bay's first attempt at an upscale and stylish waterfront restaurant. The motif was shocking pink: the walls, the waitresses' skirts and the tablecloths. Despite the name, lobster dinners were the featured item. We're not even sure they have an espresso machine.

Unlike previous years, cruisers were instructed to land their dinghies on the

beach rather than tie them near the end of the pier. The collection of inflatables made a great playground for the rambunctious kids, who charged whatever they could get to 'guard' the dinghies. As usual, 10 kids claimed to be guarding every dinghy — and they were far cuter than they were annoying. The good thing about landing the dinghies on the beach was that none of them would get punctured by the sharp edges at the bottom of the pier's rickety metal ladder. The bad thing was that some folks got drenched heading back through the surf to return to their boats.

After hours of socializing with other cruisers and chatting with the locals, some of the younger cruisers still had enough energy to hit Babizury's Disco, Turtle Bay's only hot spot. While the yachties and the locals didn't mix too much, there wasn't any tension. In fact, Gino, the ex-pat bartender, assured the yachties that the arrival of the Ha-Ha fleet is eagerly awaited by all the residents.

It was at Babizury's that some gringos started learning the 'social ropes' in Mexico. Trying to further international



— CAPE CRUSADERS

relations of the most innocent nature. Matt Unterberger of the Morgan 38 *Taiga* bought an older Mexican woman a beer. He assumed that he was just being nice — until Miguel, the yachties' guide, explained that buying the woman a beer was the same as propositioning her. Which is why the woman kept trying to take Unterberger back to her house.

Unterberger nonetheless closed down the disco at 4:00 a.m. Think you could wake up a water taxi driver in Sausalito at that hour to take you back to your boat? It was no problem in Turtle Bay. Actually, for many crews who tried to return to their boats earlier in the evening, the biggest problem was finding their vessels in the crowd. Doug Swanson and Terrie Ray of *Windfall*, for instance, hitched a ride out to their boat with Mike DeBenedetti and Brian Keeney of *Amante*. After unsuccessfully searching for *Windfall* for about an hour, while the dink slowly deflated due to a leak, they all spent the night on *Amante*. The light of dawn revealed that *Windfall* was less than 200 yards away.

Every year somebody in the Ha-Ha fails



Give a kid some waves to play in and he can amuse himself for hours. Here, Toby Woodley, 15, practices his skimboard technique.

to properly secure their dinghy for the night, and it drifts away. This year it happened to the Tayana 37 *Four Winds*. Fortunately, Brian Randolph and Rolf Prindham of the Kelly Peterson 46 *Wasabi* were around to see it drifting the next morning and returned it to its owners.

When in Turtle Bay, there was a VHF net as opposed to a SSB net. But the fleet was as resourceful as ever. Before the start of the second leg, Neil Williamson of *Senjero* put out a request for a "20-foot spinnaker pole."

"Oh sure," we thought to ourselves, "as if anybody is going to have a spare spinnaker pole of that length." Oh we of little faith! Williamson got offers of loaners from the Swan 65, the Ocean 71, and a third vessel!

The big beach party was delayed a couple of hours after a Turtle Bay Cup — twice around the fleet — was suggested that morning. Although *Moonduster* and *Profligate* were the only two starters originally, they were soon joined by the S-2 9.1 *Happy Destiny*. Even though the sailing conditions were perfect — 12 knots of wind, flat water, 82° — the Cup was marred by blatant course cutting that would have made Rosie Ruiz blush. Thanks to weaving through the fleet rather than finishing the last half circumnavigation, *Profligate* crossed the finish line first — but was tossed out for having "bent more rules than a lawyer." *Moonduster*, on account of finishing without as much discernible cheating, was declared the winner and as such claimed to have "proven once and for all that monohulls are faster than multihulls." More than anything, the sight of two larger boats buzzing the anchored boats pro-

vided entertainment for everyone.

The Turtle Bay beach party is perhaps the most dangerous part of the Ha-Ha, as for many cruisers it marks the first time they attempt to take their dinghies through the surf. The two most thrilling landings were executed by the crews of the Swan 65 *Cassiopeia* and the Hughes 40 *Cantamar*. The former's dinghy rolled over twice, dunking her passengers — but the engine survived. *Cantamar's* crew flipped their dinghy once, but messed up the outboard — and thus were later given the Dinghy Submariner's trophy at the award's party.

The Turtle Bay beach party eased into action about 1300, only three hours behind schedule, and lasted until sundown. Once again, the skies were blue, the sun warm — and even the bay water was warmer than normal at about 68°. Members of the fleet got their kicks in a variety of ways: long walks down the eight-mile beach, jogging, hiking in the hills behind the beach, playing volleyball, barbecuing, sharing their catches from the first leg, firing up gas-powered blenders to make margaritas, trading sailing stories, and generally getting to know one another. No matter if you'd made gazillions in software or the stock market — as several had — or were cruising on an extremely low budget, everyone was equal in the Ha-Ha. The locals helped make the party a success too by setting up a beer concession and providing music for dancing inside the bungalow.

Can I interest anyone in... hotcakes?



A gentle breeze, sunny skies and flat water was the recipe for glorious sailing at the start of Leg Two. Inset: At the Le Mans start of the Turtle Bay Cup, a determined Steve Etting of 'Happy Destiny' struggles to catch his competitors — who were in inflatables.

BAJA HA-HA VI

The highlight of the beach party was when the four *Moonduster* crew, feeling invincible after winning Leg One and the Turtle Bay Cup, faced off against seven or eight women in a battle-of-the-sexes tug-of-war. Almost effortlessly, the women jerked the *Moonduster* men through the wet sand and across the line to establish their superiority. And then they did it again to prove it wasn't a fluke. It was a pleasant and relaxing G-rated afternoon for all.

The only thing harder than landing a dinghy through the surf is taking it back out through the waves. Even though a dropping tide resulted in smaller waves, there was still plenty of excitement as everyone headed back to their boats. One unidentified dinghy crew thrilled the hundreds gathered on the beach by just barely clearing a steep four foot wave. As they looked back toward shore to gloat, they neglected to notice that the next wave approaching was even bigger. They were lucky they didn't get creamed. A few dinghies and crews were flipped while trying to get back through the surf, providing their crews with valuable lessons in what not to do for the rest of the cruising season.

The start of the 240-mile second leg to Bahia Santa Maria was perhaps the most beautiful looking Ha-Ha start ever, as wave after wave of boats sailed out the bay in 10 to 12 knots — most with brightly-colored chutes or gennikers that contrasted dramatically with the brown desert background. The sun was out and it was hot, the cloudless sky was bright

Defying the blazing sun, the Ha-Ha volleyball squads were out in force. Unfortunately the local beach boys proved to be unbeatable.

blue, and the sea was flat. It was lovely.

Having to replace a new but defective main halyard delayed *Profligate's* start by an hour, but gave the committee boat a chance to sail through much of the fleet. And what a spectacular sight it was, to see such a variety of boats spread out in a long line in the middle of nowhere. Some folks really worked at their sailing, others were casual about sail trim. And from time to time we saw boats that were being really well sailed. For instance, you normally wouldn't think of an Irwin 43 ketch as being a speed demon, but Bob and Renee Miller had everything set right aboard *Wandering Star* and, given the conditions, were doing a great job of sailing fast and low.

As the afternoon wore on, the wind eased off a bit. Another 7 to 10 knots of wind would have been great, but after the long first leg and heavy socializing in Turtle Bay, much of the fleet were content with the mellow conditions. George Gliksman aboard the 68-ft trawler *Ocean Lady* later reported it was his smoothest ocean passage yet.

As night fell, it got even more beautiful. We were outside most of the fleet, so as we looked toward the shore we could see a line of about 75 green lights against the faint outline of the distant mountains. In the hours before the small moon rose, all the stars — and particularly the Milky Way — shone brilliantly. As it was no longer cold at night, some of the folks who weren't on watch stayed up just to savor unspoiled nature.

The wind continued to go very light, so most of the fleet began firing up their engines. Not everyone gave up, however, and some crews amused themselves for hours on end trying to get another hundredth of a knot of speed. One or two had to sail because of temporary engine problems.

There are several sea mounds between Turtle Bay and Bahia Santa Maria, and they attract big fish. Soon members of the Ha-Ha fleet were reporting nice catches, such as a 45' wahoo, lots of dorados over 25 lbs. . . one guy even hooked a Marlin.

The second day of Leg Two was similar



to the first: blue sky, even warmer sunshine, pancake seas, but only three to five knots of wind, so most boats were motoring. After somebody aboard *Profligate* stuck their toe in the water and discovered that it was in the mid-'70s, our swim party was on, spinnaker up or not. The most popular activity was diving off the bow, letting the boat sail over you at about two

knots, and then hopefully grabbing the line trailing from the stern before the boat sailed away. At one point 10/11ths of the crew were hanging from a line — but naturally following all standard safety procedures for such an activity. It may not have been great sailing, but it was great cruising — and far superior to any work anyone could have been doing back home.

About half the fleet spent part of a third day still underway, where once again it was blue skies and sunshine, light wind,



— CAPE CRUSADERS

and flat seas. Most, however, were already on the hook.

Bahia Santa Maria, as anyone who has been there can tell you, is pretty remote. It has a small fish camp in the mangroves, but the next closest villages are San Carlos, in Mag Bay, 12 miles to the east and Puerto López-Mateos, 25 miles to the north. But on November 2, Bahia Santa Maria would see something it's never seen before.

Before the start of the Ha-Ha, we'd received a couple of emails from a guy named 'Kojak' who claimed he was going to meet the fleet at Bahia Santa Maria and sell beer. Given the remote location of the bay, we were extremely skeptical. Yet when we pulled into the bay, there was a big Tecate tent on the beach. And when we went ashore, we discovered that señor Kojak had not only managed to somehow bring a couple of thousand beers to the beach, but also a staff of about 10 to make lobster, shrimp and fish dinners. He also brought the 'Penguins', a four-man rock

"We made it!" some cried after arriving at the Cape. Most were surprised to find that it wasn't so hard after all. The beach party was a blast.

band, from La Paz. These guys couldn't speak English very well, but they could phonetically cover classic hits by the Beatles, Lynyrd Skynyrd, the Eagles and the Doors better than most American bands.

The surprise beach party started a little slowly, as it was difficult for some cruisers to get over the bar to the beach at low tide, and the fishermen were too busy fishing at the time to start a taxi service. But by the middle of the afternoon, Bahia Santa Maria was rocking like never before in its history, as hundreds of people were dancing to great music, playing volleyball, boogie boarding, and having a great time. About 20 of the local fishermen came over and stood in a long line, watching in wonderment. Members of the Ha-Ha fleet bought them each a couple of



Aboard the committee boat — seen here crossing the finish line off Cabo Falso — it was nothing but work, work, work.

beers, which they accepted gratefully.

For his entrepreneurial efforts, Kojak really cleaned up. Had he arranged a panga service, he probably could have retired by now. The next day Bahia Santa Maria would return to what it had been like for countless centuries. The Ha-Ha fleet would later proclaim spectacularly beautiful Bahia Santa Maria as their sec-



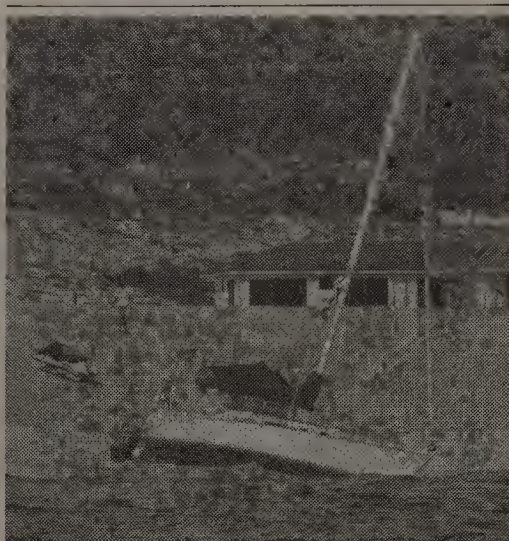
BAJA HA-HA VI

ond favorite spot after Turtle Bay — you have to know how to look at it.

It's at Bahia Santa Maria that the Ha-Ha fleet always begins to lose some of its cohesion. A few of the boats with mechanical or other problems had kept right on going to Cabo, and a few others jumped the starting gun by about 12 hours. About 10% of the fleet desperately wanted to stay another day — as there were peaks to climb and lighthouses to hike to — but the vast majority started on schedule.

The third leg started at 7:00 a.m. to try to get most of the fleet to the Cape without having to spend more than one night at sea. Although it was a little cloudy in the morning and Punta Hughes worked as a wind shadow against boats trying to reach the sea breeze, by 9:00 a.m. it was back to blue skies and bright sunshine and winds between five and 10 knots. When sailing the last leg, it's possible to skirt right along the shore of long and narrow Isla Santa Margarita, which separates the Pacific from Mag Bay. It's a lovely experience.

The wind was mostly light during the



Ouch! When the swell came up it drove 'Bigfoot' onto a steep section of beach where the shore break threatened to tear her apart.

night, so many of the boats began to motor. For those who stuck to sailing, it was most frustrating between dawn and noon of the second day. Then the wind filled in nicely, allowing some exciting finishes. Once again it had been a bit of a slow leg, but a very relaxing one.

All in all, this year's Ha-Ha conditions had been pretty typical: One leg with good wind, one leg with light winds, and one leg with almost no wind. But it was sun-

nier and warmer than in most previous Ha-Ha's.

The biggest threat to the Ha-Ha has always been — and continues to be — the tight berthing situation in Cabo. Cabo Isle Marina has room for 350 boats. Exactly 348 of those are spoken for on long term contracts, and there are waiting lists many years long for some sizes. Thanks to the incredible efforts of Enrique Fernandez del Castillo, Randy Short, and Tim Schaaf, about 20 Ha-Ha boats were accommodated on the first night. A few others were able to get berths at adjacent Servicios Maritimo Marina, and a few found moorings in front of the Hacienda Hotel. Everybody else had to anchor out, as the Port Captain wouldn't permit anchoring inside the Inner Harbor this year.

There was a light wind and chop from the east the first day, making the anchorage a little sloppy, and the wakes from 128 boats in a tuna fishing tournament didn't help. But in the days after, it was

1999 Ha-Ha VI Finishers

'AGAVE' Division

1. Bigfoot	Allied Chance 30	Rick Guetier	Oracle, AZ
2. Lyra	Albin Vega 27	Rick & Barbara Blacker	Olympia, WA
3. Double Duty	Coronado 27	Steve McClean	San Francisco
3. Candide	Baba 30	Michael Lee	Seattle
3. Autonomous	Rawson 30	John Rankin	Bruno's Island
3. Hydra	Ericson indep. 31	Iain & Joelle Buchan	San Diego
3. Daydreamer	Challenger 32	John Derby	Merced
3. Canad	Challenger 32	Jim Cullen	Ventura
3. El Gilano	Westail 32	Bruce & Sarah Durrant	Anacortes, WA
3. HMS Myra	Pacific Seacraft 34	Dick Hackett	Alameda
3. Sagitta	Colin Archer 36	Wayne Robbins	Orinda
3. Esprit De Mer	Islander Freeport 36	Bob Ley	Esocondido
3. Secret O' Life	Union 36	Terry Bingham	Bainbridge Is, WA
3. Saucy Lady	Westerly 36	R. & W. Rombough	Des Moines, WA

'BURRITO' Division

1. Echo	Wylie 34	Robert Sutherland	Mill Valley
2. Sail a Vie	Ericson 35 MKII	Phil MacFarlane	Redw. City
3. Geminaire	Catalina 30	Bruce Taschner	Lake Arrowhead
3. Still Clueless	Catalina 30	Daniel Best	Healdsburg
3. Happy Destiny	S-2 9.1	Steve Eting	Tualatin, OR
3. Amante	Valliant 32	Michael DiBenedetti	Emeryville
3. Crystal	Ericson 32	Fred Phillips	Merced
3. Pura Vida	Catalina 34	Michael Flannigan	Bruno's Island
3. New Leaf	C&C 34	Ron L. Edwin	Napa
3. Sun Star	Beneteau Oceanis 350	Ray Brown	Lake Oswego, OR
3. Sinti	Scanmar 35	John Rak	San Diego
3. Dalliance	Lancer 36	G. & G. Robinson	Jackson, CA

'CEVECHI' Division

1. Edelweiss III	Sabra 402	Peter Boyce	Manteca
2. Windfall	Cal 39	Douglas Swanson	Austin, TX
3. Skookum	O'Day 37	Phil & Shirley Conay	Livermore
3. Quest	Hunter Legend 37	John & Lynne Moore	Tripper Lake, AK
3. Reflections	Esprit 37	Gene & Sheri Seybold	Stockton
3. Come Monday	Catalina 38	Larry McKay	Long Beach
3. Windancer	Catalina 38	Ed & Linda Pedigo	Redwood City
3. Taiga	Morgan 38-2	Jack & Sheri Hayden	Lake Minchumina

3. Amadan	Hallberg Rassy 38
3. Utopia	Jeanneau Sun Fizz
3. Joyeux	Wauquiez Hood 38
3. The Great Escape	Catalina 400
3. Kelle Clare	Hunter 40.5

'DESPERADO' Division

1. Eleftheria	C&C Landfall 38	Milo Coldren	Victoria, B.C.
2. Solstice	Frya 39	James Hancock	Alameda
3. Tundra Spirit	Tayana 37	Bryan & Linda Biesanz	Eagle River, AK
3. Sea Change	Tayana 37	Maurice Beauvais	Sacramento
3. Shoshin	Hans Christian 37	John Brannigan	Modesto
3. Four Winds	Tayana 37	Greg Nicklos	Sausalito
3. Spiritless	Hans Christian 38T	Gary & Peggy Jensen	Fremont
3. Elsewhere	Cabo Rico 38	Matt & Judy Johnston	Antioch
3. Gaelic Swan	Panda 38	Clay & Teresa Prescott	Sausalito
3. Scheherazade	Hans Christian 38-II	Luis Coppelli	Payson, AZ
3. Pilgrim	West Indies 38	Barbara Haarlov	Tumwater, WA
3. Maverick	Fast Passage 39	Joe Archie Parks	Poulsbo, WA
3. Sunchaser II	Golden Hind	Jerry & Jan Tankersley	Henderson, NV
3. SOCI	Nautical 39	M. & E. Raiman	Berkeley

'ENCHILADA' Division

1. Sailors Run	Baba 40	Jeff & Debbie Hartjoy	Longbranch, WA
2. Rat Trap	Island Packet 40	James Barnett	Martinez
3. Sonrisa	Island Packet 40	Jack Blanton	San Francisco
3. Dragon Lady	C.H. Midshipman 40	Darwin Boblet	Redwood City
3. Cantamar	Hughes 40	John & Diane Maloney	Davis
3. Aequanimitas	Island Packet 40	Robert & Nancy Leasure	Alameda
3. Mary Frances	Passport 40	Matt Sporer	San Diego
3. Taka Ko	Panda 40	Reinhard Westphal	La Jolla
3. Valkyrie	Formosa 41 Ketch	Steve & Susan Kingsley	Berkeley
3. Serendipity	Cascade 42	Douglas Covert	Portland

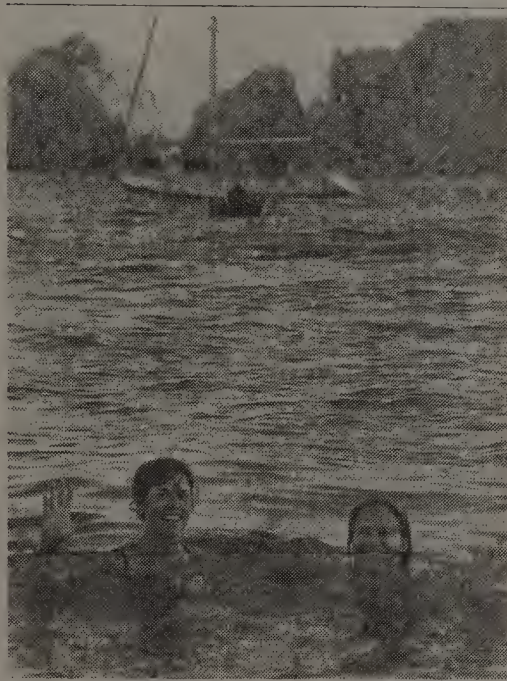
'FRIJOLE' Division

1. Surf Ride	Valiant 42	Richard Bernard	Cardiff
2. Pretty Woman	C&C 43 Custom	John & Diane Perrault	Sacramento
3. El Sueño	Newport 41	Ralph & Joanne Felten	Stockton
3. Log On	Hunter 410	Douglas & Nancy Peltzer	Cupertino

nice on the hook, and the water was clean. The folks at Cabo Isle Marina were also great about shuttling boats in and out to wash down and top off tanks — despite having a major electrical failure. Everybody made the best of the tight situation, and the Cabo Isle management complimented this year's Ha-Ha fleet as being the most courteous and cooperative ever.

There are three big events in Cabo. The first, getting wild and crazy at Squid Roe, is not an official Ha-Ha event, but most of those who were young, or young at heart, got wild and crazy. One of the younger ones, 18-year-old blonde babe Amy Woodley of the Cross 46 trimaran *Triumph* — stayed at it perhaps the longest. Unable to find a water taxi at 4:30 a.m. when the Squid shut down, she and her friend swam back out to her anchored boat. Tish, Amy's understanding mom, got up and made them both breakfast.

The second Cabo event was the Beach



Ahhhhhhh... that 85° Cabo water sure feels good after so many days at sea taking only quickie deck showers.

Party at Juanchó's Sand Bar, which overlooked the anchored fleet and the dramatic boulders that form the tip of Baja. The Sand Bar staff was kept hopping, serving up food, beverages and nonstop music for a crowd of about 350 people. There was volleyball, dinghy landings,

swimming in nearby hotel pools — and after the sun went down, three or four bonfires on the beach. Sometimes it can get a little cool on November nights in Cabo, but once again the weather held, so folks could stay as long as they liked.

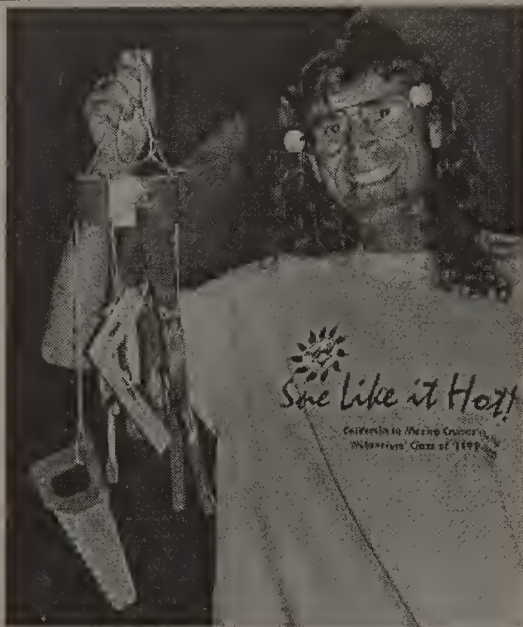
There was only one problem during the G-rated beach party, as somebody cried out, "Boat on the beach!" Sure enough, about a quarter mile to the east one of the Ha-Ha boats could be seen on the beach getting pounded and thrown around by the substantial surf. It looked ugly. About a dozen members of the fleet pushed their dinghies through the surf and rushed over to help. Assistant Poobah Andy Turpin was one of the first on the scene, and risked injury by climbing aboard while the boat was still being thrown around. Thanks to a tow line pulled by a parasailing boat and Turpin's driving, Rick Guetter's Chance 30 *Bigfoot* was quickly pulled back into deep water. She'd lost her rudder and skeg, and with the shore break crashing down on her, she would have been destroyed if she'd stayed on the beach much longer. She was quickly towed into the harbor and hauled out.

3 Best of Times	Bepeteau 411	Bob & Mary Krambeck	San Francisco	3 Tusitola	Townsend 47 Cutter	Jack Moseley III	San Diego
3 Marilyn	Hunter Passage 42	Greg Webster	Las Vegas, NV	3 Chez Moi	Spray 48 Ketch	John & Victoria Guimont	San Jose
3 Halcyon	Catalina 42	Larry & Carolyn Dunn	Meadow Vista, CA	3 Nakia Grande	Garden 51	R.T. & P. Cowart	Alameda
3 Arahina	Hallberg-Rassy 42	Dan & Sandy Elkins	Cour d'Alene, ID	3 Trader	Sampson Sea Breeze	Don Roberts	Green Cove Sp. FL
3 Juandra	Golden Wave 42	Murray & Joan Cox	Alameda	3 Freija	Hardin 45	John Pedersen	Seattle
3 Neener3	Catalina 42	Pete & Jean Ryan	Santa Cruz				
3 Sundancer	Catalina 42	B. & Toni Dorman	Eseondido				
3 Perceptions	Oceanis 430	Danny Hardwick	Newport Beach				
3 Toucan	Tarion 43	J. Szilasi & J. Tilton	Roseville				
'GUACAMOLE' Division							
1 She Wolf	Tayana 42	R. Greene & M. Stone	Alameda	'KILO' Division			
2 Wandering Star	Irwin 43 Mk III	Robert & Renee Miller	San Francisco	1 Senjero	Contest 48	Neil Williamson	Sausalito
3 Free Spirit	Pearson 424	Jerry Phillips	Livermore	2 Leau Life	Tayana 55	Adrien Fournier	Oakland
3 Herron Flight	Tayana 42	S.G. Herron	Marina del Rey	3 Tiger's Life	Oyster 485	Scott Oakley	Portland, Maine
2 Eclipse	Tayana V-42	Nick Sclario	San Diego	3 Tauranga	Davidson 52	Maro & Teri Mendelson	Sausalito
3 Michaelanne	Whitby 42 Ketch	Mike & Anne Kelly	Alameda	3 Fortuna	Little Harbor 54	Gunther Schlicht	Alameda
3 Bon Ami	H.C. Christina 43	Gordon English	Berkeley	3 Vivace	MacGregor 65	Ron Milton	Los Altos
3 Windhover	Chevy Lee 43 MS	Bill Coons	Puget Island, WA	3 Cassiopeia	Swan 65	Rennie Wexlax	San Clemente
3 Synergy	Westsail 43	Richard Williamson	San Diego	3 Second Life	Ocean 71	Tony Clarke	Sausalito
3 Na'ia	Hans Christian 43	Bob & Kristin Beltrano	Honolulu, HI				
3 Lyric	Taswell 43	David Fullagar	Los Gatos	'LANGOSTINA' Division			
3 Sweet Thing	H.C. Christina 43	R. Ladner & M. Mayer	Los Altos	1 Adia	Lagoon 37 Cat	Peter Lange	Mill Valley
'HUEVOS RANCHEROS' Division							
1 Savage Lady II	Kelly-Peterson 46	Guy Black	Alameda	2 Migration	Cross 46 Tri	Bruce & Dana Bolan	Palo Alto
2 Second Wind	Morgan 44	Ken & Lynn Swanson	Incline Village	3 Whisker	Prout 37 Cat	Dale Patterson	Danville
3 Maluhia	Kelly-Peterson 44	Eric Beach	San Diego	3 Perpetua	Piver Victress 40 Tri	Pat & Susan Canniff	Bothell, WA
3 Donna Rose	Peterson 44	Mike Wasco	Honolulu	3 Far Niente	Lagoon 410 Cat	Robert Mongrain	Sunnyvale
3 Peggy Ann	Starratt 45	Raymond Fish	Alameda	3 Coconut Express	Lagoon 410 Cat	Howard & Pam Klein	Pleasanton
3 Tapatai	Ericson 46	Michael & Sallie Arndt	Exeter, CA	3 Triumph	Cross 48 Tri	George Woodley & family	Nevada City
3 Wasabi	Kelly-Peterson 46	Brian Randolph	Alamitos Bay	3 Proligate	Surfin' 63 Cat	Grand Poobah & Co.	Tiburon
3 Moonduster	S&S 47	Wayne Merelsky	Alameda	'MARGARITA' Division			
3 Conviction	Norseman 447	George & Nina Deane	Sonoma	1 Ocean Lady	58-ft Willard Trawler	George Glicksman	Placerville
3 Akauahelo	Royal Passport 47	Brent & Susan Lowe	Walnut Creek	2 Sequester	52-ft Custom Trawler	Douglas Carlton	Bodega Bay
'JALAPENO' Division							
1 Tavarua	Hardin 45	Dan & Linda Walters	Balboa Island	'NO COMPRENDE' Division			
2 Utopia	Cabo Rico 45	Peter Nasca	Pleasanton	1 By Air	Aero Mexico 737	Kirby Brock	Roseville
3 Cloud 9	Island Packet 45	Jack Osborne	San Francisco				
3 Triumph	Brewer 47	Steve & Marilyn Hunt	Lafayette				
3 Wind Song	Vagabond 47 Ketch	John O'Connor	San Francisco				
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• Ventura Harbor Boatyard (Ventura) • Waypoint (Alameda) • The Watermaker Store (San Diego)							
• West Marine (San Diego & nationwide) • Yachtfinders/Windseekers (San Diego)							

BAJA HA-HA VI

While *Bigfoot* was going ashore, a Hacienda Hotel mooring failed, allowing the little *Double Duty* to drift onto the beach — albeit where the surf was almost non-existent. Some local guys pulled her off before anyone really knew what happened.

The final event of the Ha-Ha was the awards ceremony. As always, the worst any participant could finish was third — and everyone got the traditional painted fish and ribbon. In addition to awarding first and second in each division — based on a special handicap system known only to the Poobah — four boats were also recognized for their excellent sailing and perseverance: *Echo*, *Rat Trap*, *Sailor's Run* and *Eleftheria* had sailed two of the three legs. But singled out above all were the only two recipients of the Millennium Ha-Ha Soul Sailors Awards for sailing the entire way were *Eleftheria*, Milo Coldren and Kimberly Spicer's C&C Landfall 38, and *Sailor's Run*, Jeff and Debbie Hartjoy's Baba 40. Despite the fact that neither of their boats were built for performance, they sailed to the Cape in style. Congratu-



In the spirit of good fun, Bruce and Dana Bolen received the Masters of Disaster Award for all their mishaps aboard 'Migration'.

lations to them.

If there was a special sailor in the whole fleet, it had to be the energetic Debbie Hartjoy of *Sailor's Run*. Not only had she sung and danced to get the Costume Party started in San Diego, held the urinal so her husband could keep driving while it was windy, but she also did 100 reps each of leg lifts, side bends and sit-ups and baked at least one special treat a day. She stood all her watches, too. Debbie Hartjoy,

you're just too much!

Joe 'Archie' Parks of the Fast Passage 39 *Maverick*, had done last year's Ha-Ha and enjoyed it enough to sail back to San Diego and do it again, but he liked this year's event even better. "More people more fun, more camaraderie, and every one who needed help got it." While it's not really fair to compare different Ha-Has, this had clearly been a very good one. We think that 99% of the 447 people who did it this year would agree — or even use a more complimentary description. And that's all a compliment to them, for it's the people who make each Ha-Ha — along with the great conditions and the great country we visit.

Finally, the Ha-Ha Rally Committee would like to thank everyone for their participation, and invites them back again for Ha-Ha VII, the real Millennium Ha-Ha, which is currently slated to start from San Diego on Halloween, October 31. The Poobah has made special arrangements for a full moon for the last leg. But please, don't try to enter yet — Baja Ha-Ha, Inc. and its volunteer Rally Committee have gone into hibernation until next April.

— latitude 38

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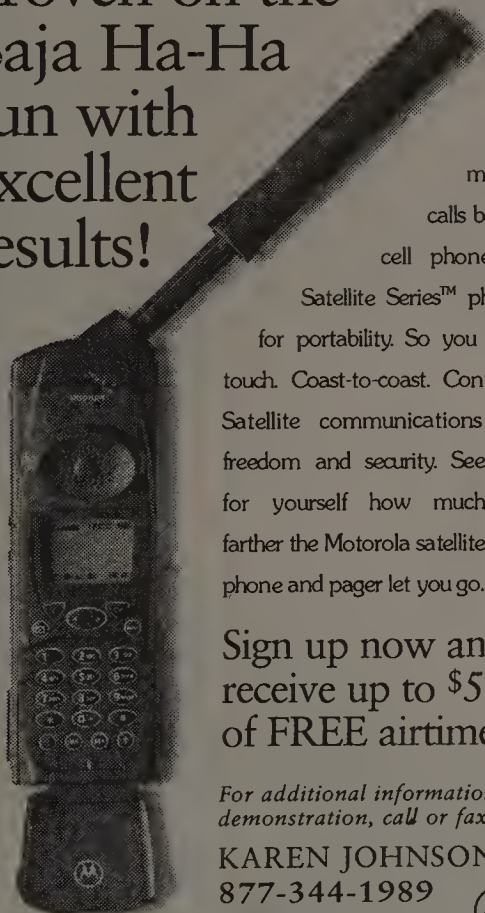
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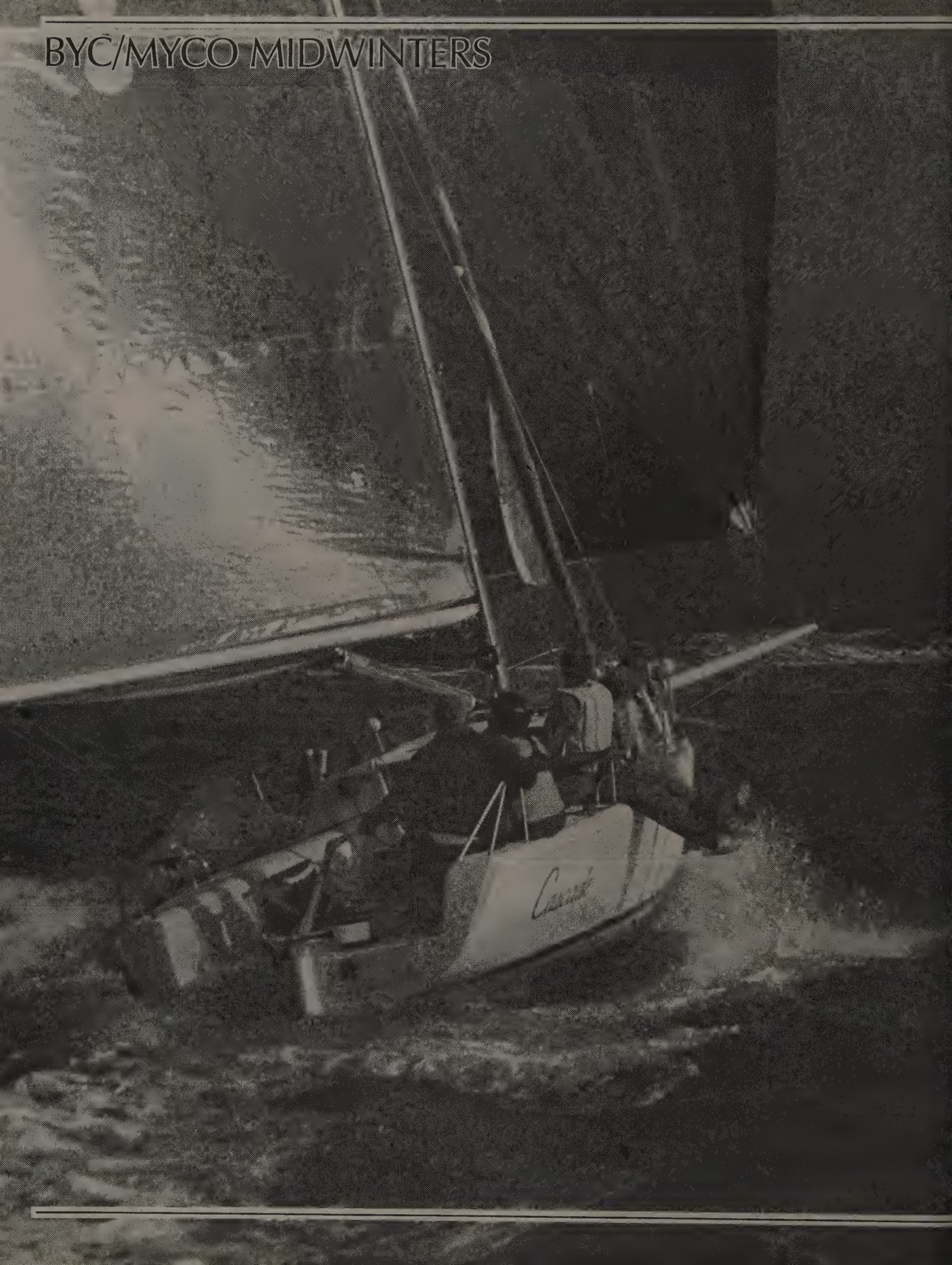
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BYC/MYCO MIDWINTERS



— RIDING THE RAILS



Along with the first weekend's race results, which appear on page 150, we received the following note from BYC/MYCO Midwinters conductor-for-life Bobbi Tosse:

"Looking back on the weekend, all that pops into my mind is an old Smothers Brothers act, where Tommy Smothers sang a one verse song about a train. . . "that started on time, arrived on time and didn't crash." Dick was disgusted and said it wouldn't sell. There wasn't any blood and gore, and it was too short. Well, the weekend was much like that train. No over earlies, no general recalls, no protest flags showing, no rain, and the last boats finished at 14:33 on Saturday and

Ants marching — 'Cascade' chases 'Arch Angel' (#3) and 'Vigilance' (#7).

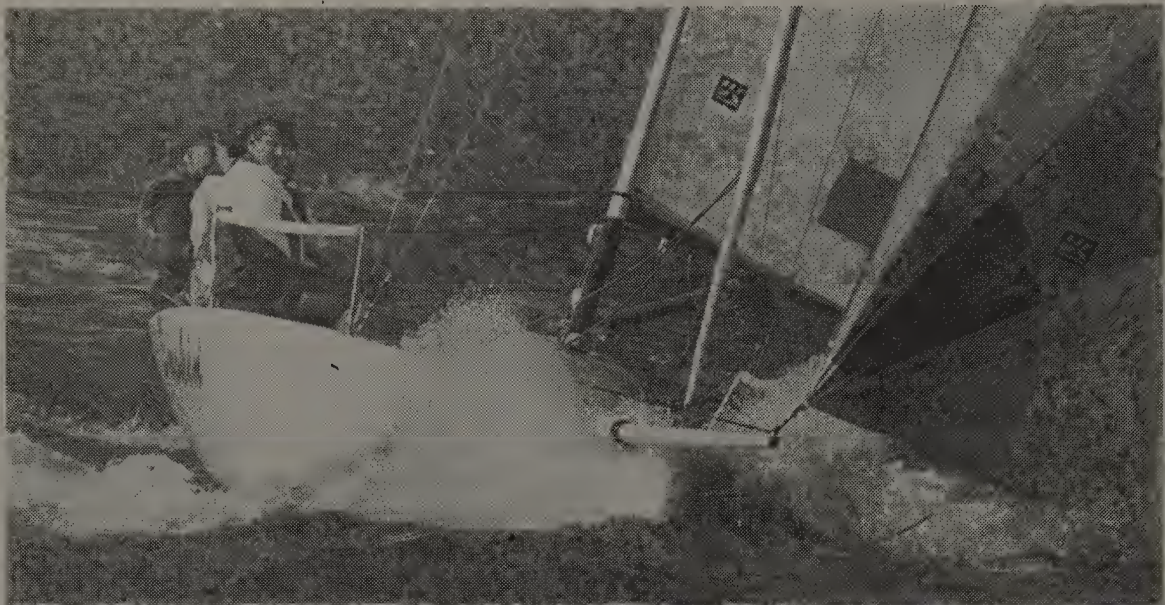
14:07 on Sunday."

While the racing was ironically too good to make for scintillating reading, Tosse's train reference is apt — the Berkeley/Metropolitan Midwinters have rolled down the tracks, rock steady and mostly on time, since the late '50s now. For four decades, this four-weekend series has dependably offered the best midwinter one design racing on the Bay — and the weekend of November 13-14 was no exception. One hundred and forty boats signed up for Saturday's racing (down six from '98), and 58 were entered (up three) for Sunday's — so not much has changed since last

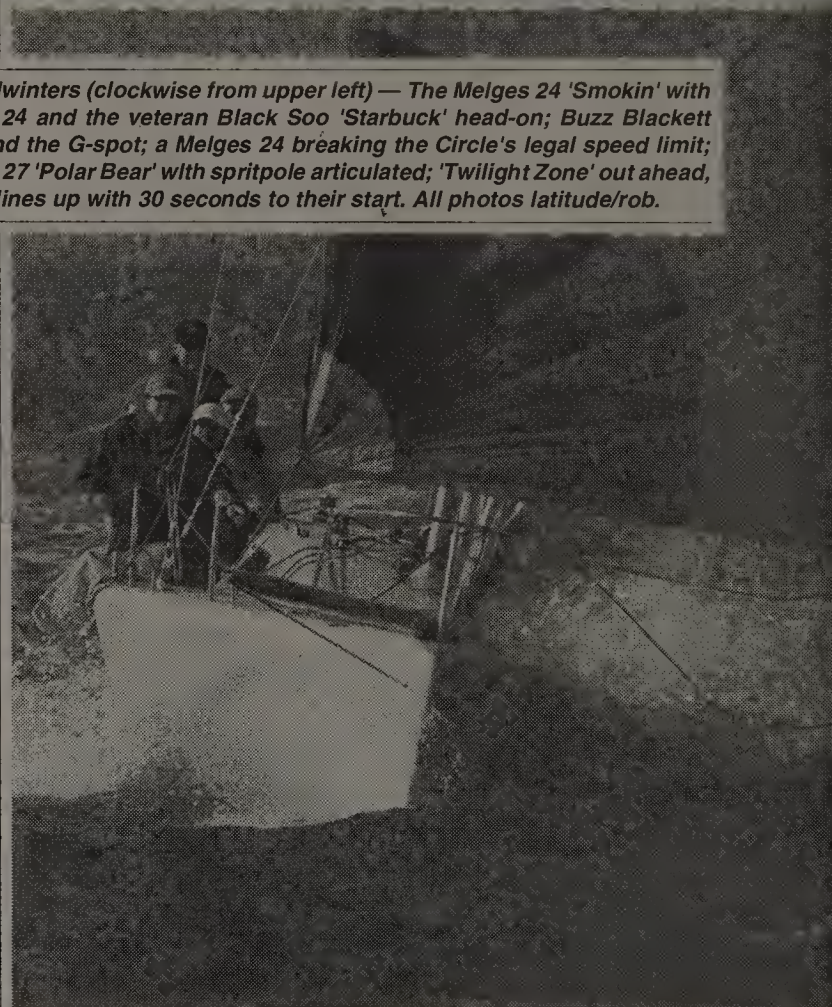
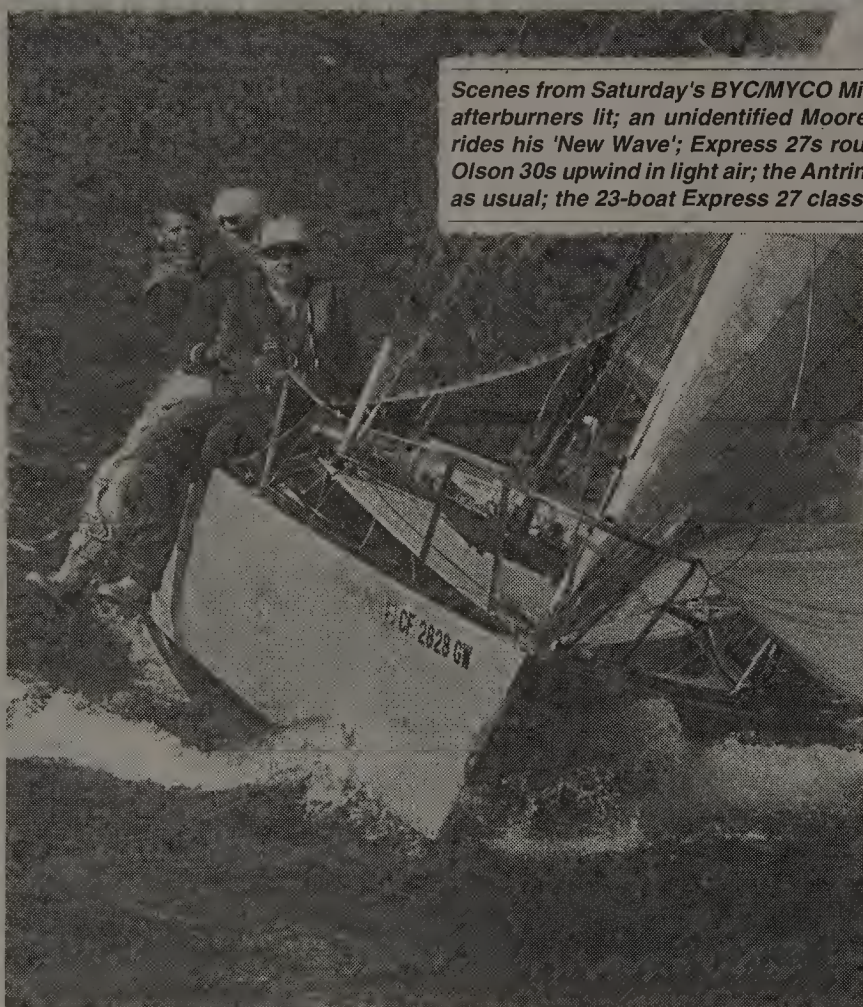
year.

The pictures on these pages were taken during Saturday's race, which was scheduled to begin at 11:30 a.m., as opposed to its former starting time of 11 a.m. Despite the extra half hour, there was still a short postponement — traditionally a time for milling around and socializing, or practicing light-air maneuvers. When a light northwesterly filled in, the fleet was sent off on the usual 8.8-mile Olympic course, using 'G' as the upwind mark.

Less than an hour into the race, the wind accelerated and shifted rapidly to the south — causing minor crashes as chutes were doused in favor of jibs on leg two. "More observant sailors saw the fog trick-



Scenes from Saturday's BYC/MYCO Midwinters (clockwise from upper left) — The Melges 24 'Smokin' with afterburners lit; an unidentified Moore 24 and the veteran Black Soo 'Starbuck' head-on; Buzz Blackett rides his 'New Wave'; Express 27s round the G-spot; a Melges 24 breaking the Circle's legal speed limit; Olson 30s upwind in light air; the Antrim 27 'Polar Bear' w/lt spritpole articulated; 'Twilight Zone' out ahead, as usual; the 23-boat Express 27 class lines up with 30 seconds to their start. All photos latitude/rob.





BYC/MYCO MIDWINTERS

ling in through the Gate, and set themselves up accordingly," noted Paul Kamen, a fixture at the BYC/MYCO series with his yellow Merit 25 *Twilight Zone*.

The 45° windshift wreaked havoc on the intended course, skewing the beats and runs into a series of reaching parades — but what fun! The Antrims and the Melgi, in particular, were lit up on the last spinnaker leg — we could hear the crews whooping and hollering as they skidded by our photoboot, asymmetrical spinnakers lifting their bows high out of the water. *Owslarah*, Joseph Melino's Antrim 27, planned though all the big boats in the first class to finish first for the day — beating the next Antrim by about three minutes in the process.

Sunday's lower-key race started on time in a 10-knot westerly, with 'F' appointed as the weather mark. Contrary to the previous day, the breeze remained fairly steady, allowing the racers to enjoy a quick romp before the afternoon deteriorated. Only the race committee was still out on the Berkeley Circle — retrieving the three temporary buoys they put down in order to make the Circle round — when it started to rain. "Mike Hearn's Express 27 *Bobs* had the most impressive outing on Sunday," noted Tosse. "They beat *Greagle*, the runner-up, by almost five minutes."

We'll let the accompanying pictures tell the rest of the story. The BYC/MYCO train rolls into town on the second weekend of the month through February. Call the Berkeley YC for train schedules, or to buy a ticket. All aboard!

— latitude/rkm



'Motorcycle Irene' chases 'Aqua Boogie'. A major windshift jumbled up the classes, but the usual suspects still managed to win.

SATURDAY, NOVEMBER 13:

DIV. A (0-123) — 1) *Bodacious*, Farr One Ton, John Clauser; 2) *Two Scoops*, Express 34, Tom Goodwin; 3) *Rascal*, Wilderness 30, Pat Brown; 4) *Troubadour*, J/33, Jim Hoey. (8 boats)

DIV. B (126-153) — 1) *Redux*, Olson 911-S, Nick Barnhill; 2) *Mintaka*, C&C 36, Gerry Brown; 3) *Jeannette*, Tartan Ten, Henry King; 4) *Sarissa*, SC 27, Mike Warren; 5) *Ixxis*, Olson 911-S, Ed Durbin. (11 boats)

DIV. C (156-168) — 1) *Twilight Zone*, Merit 25, Paul Kamen; 2) *Eyrie*, Hawkfarm, T. Condy/S. Seaberg; 3) *Chesapeake*, Merit 25, Jim Fair; 4) *Mighty Mouse*, Martin 242, Mike Grimm; 5) *Hydrophathy*, Merit 25, Kit Wiegman. (10 boats)

DIV. D (171-207) — 1) *Talisman Banana*, J/22, Gary Albright; 2) *Latin Lass*, Catalina 27, Bill Chapman; 3) *Ypso*, Cal 2+27, Tim Stapleton. (7 boats)

DIV. E (210-up) — 1) *Jack Be Quick*, Santana 22, C. Watson/P. Rasco; 2) *Riffraff*, Santana 22, Colin Gilboy; 3) *Albacore*, Santana 22, Mark Playsted. (6 boats)

ANTRIM 27 — 1) *Owslarah*, Joseph Melino; 2)

Abracadabra II, Dennis Surtees; 3) *Arch Angel*, Bryce Griffith; 4) *Always Friday*, John Liebenberg. (8 boats)

MELGES 24 — 1) *SUV*, David Wadbrook; 2) *Alien*, P. Wagner/J. Pernick; 3) *Light Brigade*, Warren Davidson. (6 boats)

OLSON 30 — 1) *Run Wild*, Dale Irving; 2) *Hoot*, Andy Macfie; 3) *Cisco*, Gary Redelberger; 4) *Family Hour*, The Bilafers. (9 boats)

J/29 — 1) *Power Play*, Gordon Smith; 2) *Wave Dancer*, Richard Leevey. (4 boats)

EXPRESS 27 — 1) *Baffett*, Tom Baffico; 2) *Shenanigans*, Nick Gibbens; 3) *Flying Circus*, Ryley/Hodges; 4) *Swamp Donkey*, Scott Sellers; 5) *Cotton Candy*, Ralf Morgan; 6) *Motorcycle Irene*, Will Paxton; 7) *Frog In French*, Kame Richards; 8) *Abigail Morgan*, Ron Kell; 9) *New Wave*, Buzz Blackett; 10) *Great White*, Stan Clark; 11) *Wile E. Coyote*, Dan Pruzan; 12) *Bobs*, Mike Hearn. (23 boats)

MOORE 24 — 1) *Grunted*, Simon Winer; 2) *Kangaroo Court*, Joan Bryne; 3) *Hot Soup*, Team Soup. (7 boats)

J/24 — 1) *Frogflips*, Richard Stockdale; 2) *Cool Breeze*, Doug Nugent; 3) *Jam Jam*, Neal Ruxton. (8 boats)

NEWPORT 30 — 1) *Topgallant*, Frank Hinman; 2) *Harry*, Dick Aronoff; 3) *Zinfandel*, Mark Palmer. (7 boats)

SUNDAY, NOVEMBER 14:

DIV. I (0-90) — 1) *Light Brigade*, Melges 24, Warren Davidson; 2) *Cascade*, Antrim 27, Loraine McKinnon; 3) *Arch Angel*, Antrim 27, Bryce Griffith. (6 boats)

DIV. II (93-147) — 1) *Zilla*, B-25, Brent Draney; 2) *Family Hour*, Olson 30, The Bilafers; 3) *Rascal*, Wilderness 30, Pat Brown; 4) *Fiexi-Flyer*, Soverel 33, Paul Shinoff. (9 boats)

DIV. III (150-168) — 1) *Blew*, Moore 24, David Wike; 2) *Twilight Zone*, Merit 25, Paul Kamen; 3) *Frogflips*, J/24, Richard Stockdale. (8 boats)

DIV. IV (171-up) — 1) *Antares*, Islander 30 Mk. II, Larry Telford; 2) *Travieso*, J/22, Jack Allen; 3) *Latin Lass*, Catalina 27, Bill Chapman. (7 boats)

OLSON 30 — 1) *Cisco*, Gary Redelberger; 2) *Speedy Gonzales*, David Carrel. (5 boats)

EXPRESS 27 — 1) *Bobs*, Mike Hearn; 2) *Greagle*, George Koch; 3) *Opus*, J. Crowson/H. Roberts; 4) *Dianna*, Katsman/Mybry/Hodges. (9 boats)

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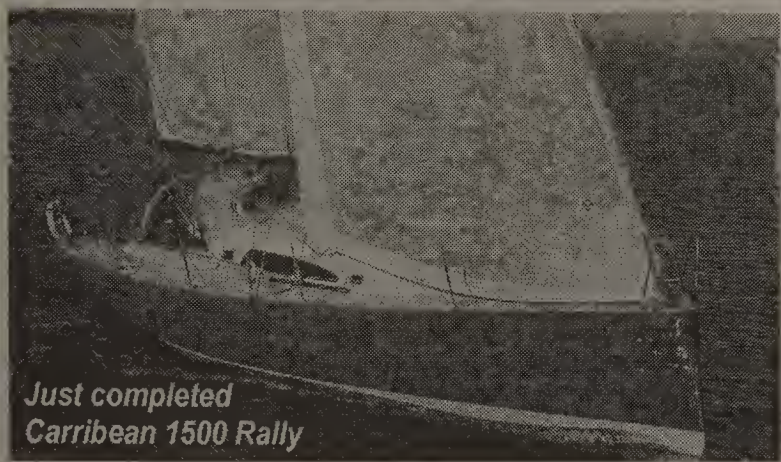
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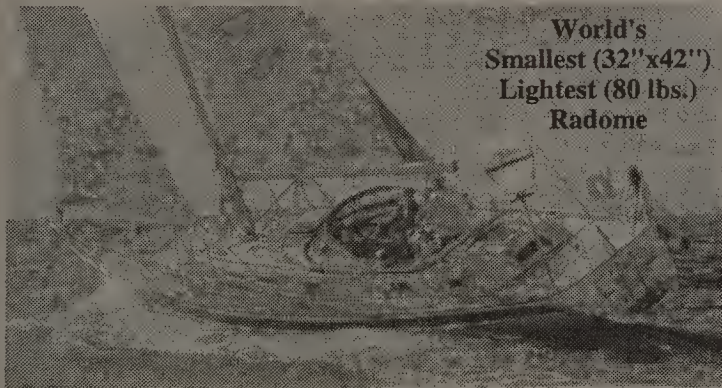
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A LUCKY TWIST OF FATE

After a generally benign day and night at sea since leaving San Diego, the thick fog that pursued us all night broke and a light wind filled in from the northwest. Sailing on a southerly track aboard *Elan*, our 46-ft custom catamaran, we had already given up on reaching Isla San Martin, our intended destination by the next nightfall, and instead set our sights on nearby Punta Colnett. After calculating and setting a new course, we set the spinnaker for the light dead downwind conditions, unconcerned about our slow progress as we had only 15 miles to go.

About 20 minutes after settling in on this heading, an odd speck appeared just over the horizon. Because of the curvature of the earth, objects over the horizon (about three miles away) appear from the top first. I saw what appeared to be a bird or big fish flailing in the water. A few minutes later, it became clear that someone's arms were waving, but initially Deborah and I couldn't tell if they were concerned that we might run them down, or if they were waving in greeting.

In any case, since arms waving at sea is a universal distress signal, we altered course slightly to get a closer look. As we drew closer, we saw three individuals in what I thought was a Mexican *panga* boat. But because the boat was still over the horizon, we could only see that the people aboard were desperately trying to get our attention. We were near enough now that I should have been able to make out their boat — but we saw no boat. They appeared to be perched on a submerged log or perhaps... a whale? We dropped sail, started the engines and moved in to investigate.

As we approached, we were astonished to find three men straddling the overturned hull of a boat that protruded only a few inches above the surface. After pulling the three men to safety aboard *Elan*, they told us that when they saw our sails drop, they knew they had been spotted and their ordeal was near an end.

As we approached, we were astonished to find three men straddling the overturned hull of a boat that protruded only a few inches above the surface.

Oscar, William and Anthony — all Americans — left Ensenada on Monday, October 18, at 6:00 a.m. in a 19-ft, outboard-powered boat for a day of fishing. They were about 20 miles southwest of

Todos Santos Island — well out of sight of land — when Oscar hooked a very large yellowfin tuna. The fish was so big that it pulled the boat around in circles as he fought it.

Meanwhile, Oscar's companions were throwing anchovies into the water and fishing for albacore that had moved in to investigate all the fuss. They all had fish on the line when the first of several waves washed over their low-slung transom. They had noted earlier that the bait tank was overfilled somehow and the boat was lower than it should be.

The big tuna was holding the boat in its most vulnerable position as more waves rolled in. In less than two minutes the doomed boat succumbed and began sinking rapidly. There was only time for two hasty *mayday* calls, but no reply was heard.

Thankfully, the boat was built with enough internal floatation that instead of sinking outright it rolled over and floated upside down, but with very little of the bottom rising above the surface.

We spotted them Wednesday at around 11:00 a.m. after they had spent two nights and two half days on the upturned hull. During that time, they had drifted about 20 miles south and 10 miles west — further out to sea. Their lives were probably saved by benign weather and the floating ice chest they were able to snag as the rest of their possessions drifted away.

Oddly, when we picked up the trio, they seemed more concerned about the ice chest than they were about themselves. I remember thinking, "Let the damn thing go, it's just an ice chest — you're alive!"

At their insistence, we got the thing aboard even before all three men were aboard. The ice chest had some food, but much of it was ruined by water. There was

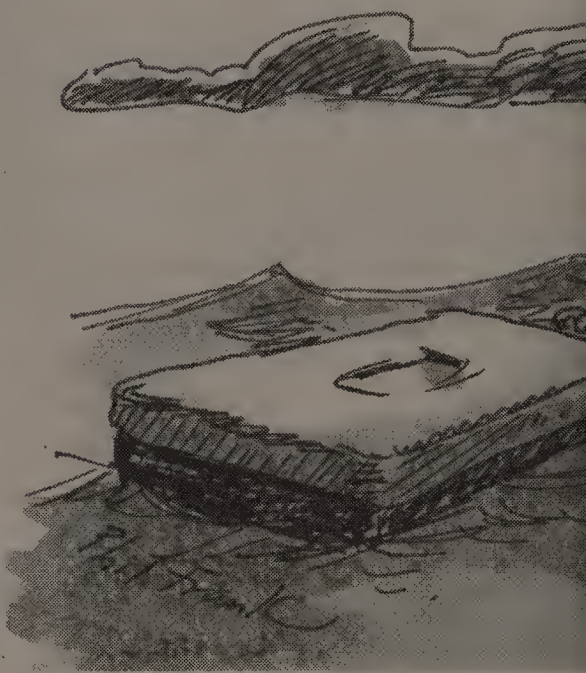
a soggy loaf of bread, a box of Cheerios that had opened, spilling the O's which had become bloated as they floated atop the ice melt. A soggy plastic bag of ham, mayo, tomatoes, a few limes, a plum and a pineapple also floated in the muck.

I joked that it was no longer food, but

survival soup. And although it was completely unappealing as we looked at it, it would have become "nectar from the gods" after a few more days!

Indeed, the chest was an important key to their survival. Without the food, and

PHIL FRANK ILLUSTRATION



especially the Gatorade, they may have been far weaker. They knew this and had probably spent the better part of their survival time making sure they didn't lose the chest — they sure as hell weren't going to lose it now.

It is hard to imagine what they went through. At night, they were able to sleep only one at a time. The sleeper, straddling the 'Y' of the boat's bow, was sandwiched in the middle of the watchers who had to stay awake to keep the boat balanced. They lined up in a row, the person behind bear-hugging the person ahead, each with his hands inside his neighbor's shirt for warmth. If they weren't careful, the boat would tip, spilling all three in the water. "Left," or "right" they would murmur, leaning to maintain the balancing act. They kept a soggy sleeping bag and the boat's bimini top wrapped around them for warmth.

The threesome nearly made a fatal de-

— THREE MEN ON A TUB

cision to swim for shore. Clearly, they would never have made it. Sensing this, they compromised by attempting to tow the boat behind them as they swam for shore. When we found them, their legs bore the scrapes and scratches inflicted

hail. "We love you, I will detail your boat. . ." he called out, then put his face in his hands and cried. At the time, his mother was traveling through Mexico seeking visions of the Virgin Mary. He said, "When I get home, I'm going to kiss her and tell

sunburned. William had a three-year-old daughter whom he thought he might never see again. He said that he should have been with her, hugging her, instead of fishing in Mexico.

Punta Colnett is a frontier-style fishing camp with only a few inhabitants, but



by the tow rope during this endeavor. In the end, they sat, waited and watched. It was the right thing to do.

Oscar, a natural leader, was the captain of the boat and felt responsible for holding the trio together and getting them safely back. Most of the gear lost was his. He was the one who caught the big tuna that got them into trouble. Oscar had a full mouth of braces that he said felt cold all the time and he feared they would rust. Aboard *Elan* he was so pumped on adrenaline that one would never have guessed the ordeal he'd endured. He couldn't sit down, nervous energy kept him going. As soon as we got underway for Punta Colnett again, he fished around for some gear stowed submerged in the "survival soup" and started fishing again.

Anthony was the most emotional of the group. He was the first to respond to our

her everything she ever said was true." He repeated over and over that we were saints, and I repeatedly pointed out that they were the true heroes, surviving as they did, and taking care of each other. We were just in the right place at the right time.

Deborah made them all tea, but Anthony was so shaken, she had to steady his hands while he drank. He was very concerned about his employer, Voris Markets. He worried that he would get fired for not showing up and asked if the Coast Guard would send a note confirming his absence. He vowed that he would spend the rest of his life helping people. All three men made promises important to their lives.

William was the most fatigued of the group and could be seen fading in and out during our conversations. He had just enlisted in the Navy for an 8-year stint. Tattoos and earrings festooned his body; his baby face and shaved head were badly

a dirt road leads from the camp to the main highway. When we arrived, I was distressed to see that there was no way I could get our dinghy through the pounding surf to take our three passengers ashore. If they wanted to go ashore here, they would have to swim in.

It wasn't until they got back in the water that I realized William couldn't swim!

I must admit that I underestimated how done-in these guys were. They insisted that they were fine and refused much of our offered help. But as I think back, I should have realized that they were still on adrenaline and that they appeared to feel better than they actually were. I

A LUCKY TWIST OF FATE

asked if they were up to the task of swimming in and they answered, "Absolutely." Only William seemed reluctant. We fitted him with a life vest and with that he was ready.

It wasn't until they got back in the water that I realized William couldn't swim! I had a terrible feeling that they had come all this way and now the real tragedy was

It was hard to get to sleep that night, haunted by all the 'what ifs'.

still to come. I wanted to get them back but the surf was relentless.

Slowly, however, they made their way in to the beach, ice chest in tow, with William bravely dog-paddling through the cold water. I later learned from Deborah that he had confessed to her that he didn't like the water. At the halfway point I began to breathe a little easier. They were going far too slowly, obviously tired, but

they were going to make it, thank God.

Once ashore, they barely moved. Wrestling the big ice chest became a problem, but they got it up the steep, rocky shore as well. As I last saw them, they were sitting on the big chest, cleaning sand out of their shoes — Anthony's borrowed from me — and preparing for the hike to the village. The next day, a Mexican fisherman came out to the anchorage and explained that he had driven the trio to Ensenada, and although they had shivered — even through the hot desert — they were fine.

It was hard to get to sleep that night, haunted by all the 'what ifs': What if we



Guy and Deborah are still amazed by their chance sighting of the three survivors.

had carried on to San Martin as we'd originally intended; what if we hadn't left Oceanside a little late; what if the wind had come up — the three may not have survived. The absolutely unbelievable chance of finding three survivors so far from anything left us stunned.

I have typed and deleted several attempts to explain our take on it all, but the words fail me. I can only say that we held each other a little closer

as we slept that night. As for the rest of our voyage, a little less drama would suit us just fine. And to Anthony, William and Oscar: keep your promises.

— **guy & deborah bunting elan**

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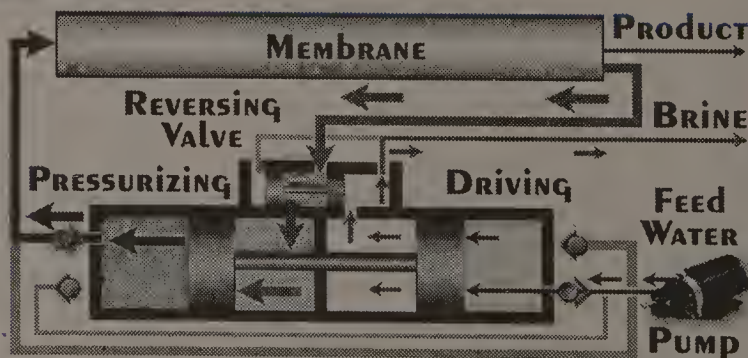
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At 15:30 local time a screaming gust hit us; the windspeed shot up to 79 knots and our boat rocketed off 90 degrees to the wind. At the same time a wall of water slammed into her and rolled us over. My husband and I were thrown on our sides. We never knew the full strength of the gust, as we were both hanging onto our lifelines and any other bit of gear we had managed to grab. The angle we reached was difficult to determine, but as we were hanging vertically across the deck, the masts must have been close to parallel with the sea."

"Slowly the boat righted herself and water began to rush out of the cockpit. My husband moved to take control of the helm and I felt the staysail sheet. It was slack! The sail had given out..."

Now what? What must you do to survive is a question most sailors have asked themselves - few actually know the answer. With over 200,000 miles offshore experience, these questions are nothing new to Steve and Linda Dashew. For more than two decades they have studied heavy weather, interviewing professional and amateur sailors, as well as meteorologists around the world, with a particular emphasis on survival tactics.

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These stories are enhanced with detailed illustrations explaining the why and how of what happened, both right and wrong, and what you can do to avoid the same situation.

Plus you'll learn the heavy weather secrets of 33 professionals. Take advantage of lessons from sailors who have survived some of the worst weather imaginable, and learn the common mistakes which cost people their lives. These lessons apply in coastal as well as offshore sailing.

The emphasis throughout this book is on *survival storms*. The Dashews take this approach knowing that if you are prepared for the worst, normal gales and storms are no longer something to be feared - they become a chance to experiment, to test what works best on your boat.

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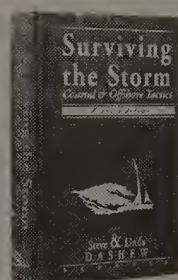
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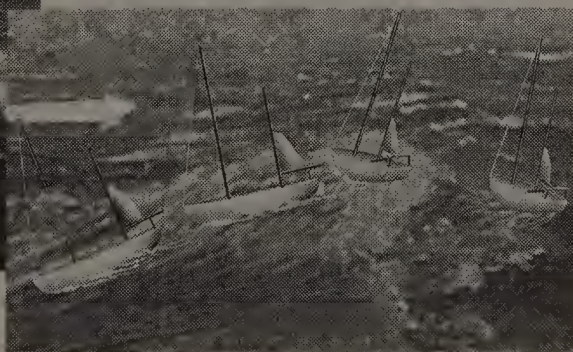
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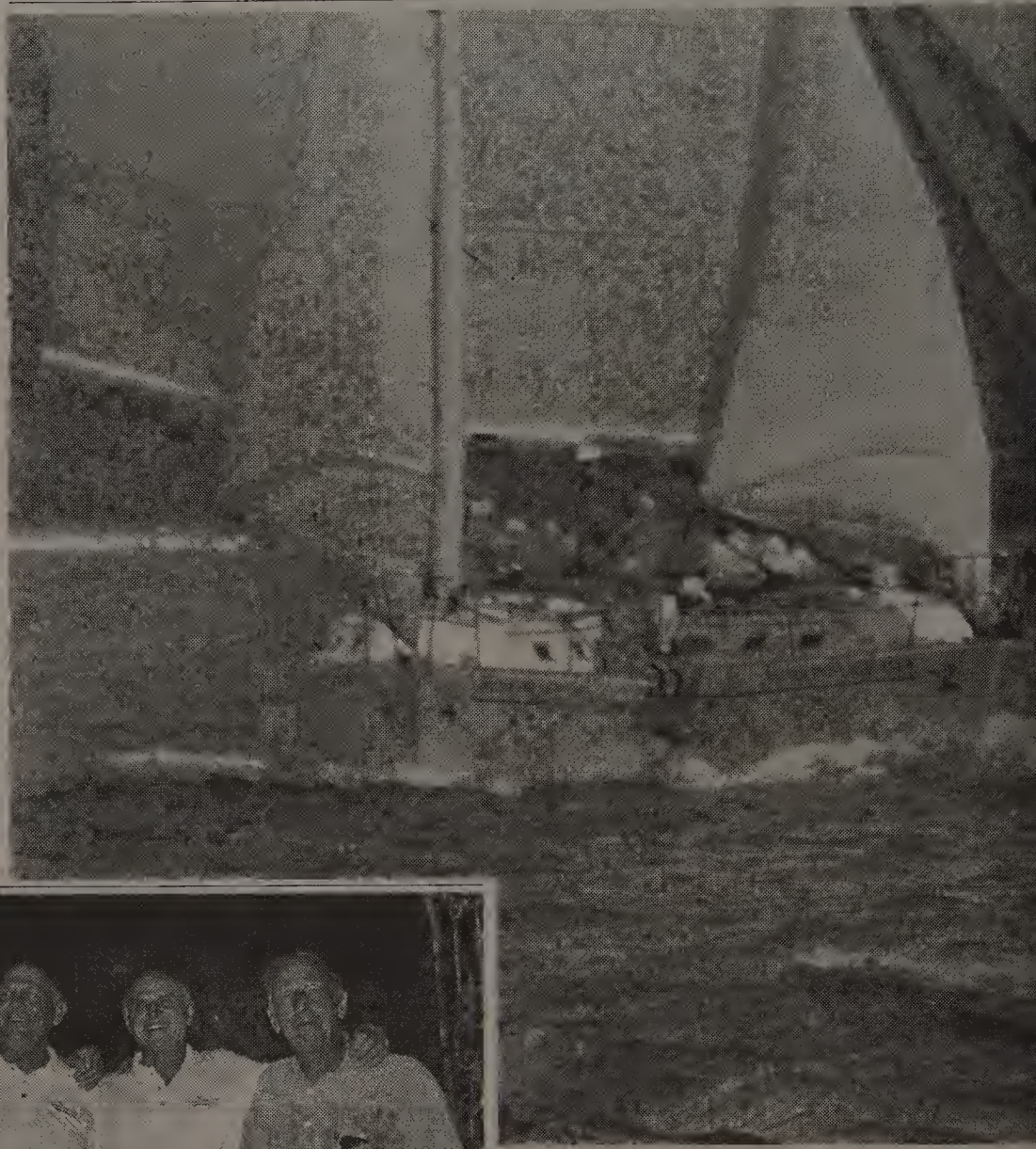


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BOATSCAPE.COM PRO-AM REGATTA '99

What's your personal vision of heaven? Ours would involve a world class sailing resort in the Caribbean, blue skies and warm winds, three gourmet meals a day, unlimited use of over 100 water toys, interesting people to hang out with, no computers or phones, and — because we're racing addicts — a regatta to give purpose to our otherwise leisurely, decadent days. We'd invite a half dozen of our sailing idols — guys like Lowell North and Ted Hood — to compete in a low-key setting, maybe even trying out a new, kinder, gentler form of match racing. To add a little spice, we'd invite supermodel Heidi Klum to join us. . . oops, sorry, that was last year's fantasy.

But the rest of the above slice of heaven came true again on November 2-5, the occasion of the Bitter End YC's wonderful 13th annual Pro-Am Regatta. Sponsored by the six-month-old internet company Boatscape.com, this year's Pro-Am was a decidedly 'warmer and fuzzier' version of the Grade II hardball game that the international rockstars usually play here each November. "With our regular cast of characters all currently tied up in



A six-pack of sailing legends (from left) — Doyle, Musto, Bertrand, Ulmer, North and Hood.

Auckland, we had to try something different," explained longtime Bitter End YC spokesman and regatta chairman John Glynn. "Also, how do you top last year, when we had Cayard, Coutts, Heidi and the *Sports Illustrated* crew?"

Glynn's solution was elegant and, by consensus, highly successful — he set the 'wayback machine' for the late '60s/early '70s, inviting six America's Cup and sail-making legends from the 'old days': John Bertrand, Robbie Doyle, Ted Hood, Keith Musto, Lowell North and Butch Ulmer.

Though another giant, Denmark's Paul Elvstrom, declined the invitation, his presence was felt at this first-ever Masters Pro-Am, as the new racing format that was employed this year — triple match racing — was his brainstorm. As usual, the resort's paying guests (the 'Ams') made up the four or five-man Freedom 30 crews for the guest skippers (the 'Pros').

"There's still no other sailing event like it in the world, where 'fans' can actually

sail aboard with world famous sailors," claimed Nick Trotter, the BEYC's resident sailing master. "It's like a golfer playing a tournament round with Tiger Woods or Greg Norman, or a tennis player teaming up with Pete Sampras in a doubles match. It's a rare opportunity, and the Bitter End is proud to be able to offer it."

The Bitter End YC, located on beautiful Virgin Gorda, is a great destination to visit anytime — it's a sailor's paradise, secluded on a hillside all the way upwind (hence, the 'bitter end') in the British Virgin Island chain. A four-star resort, the BEYC boasts all the usual amenities — charming rooms, great food, friendly staff, relaxed atmosphere. But what sets it apart, and makes it truly great, is its emphasis on water activities. The Bitter End is a sailing camp for adults, offering unlimited use of their armada of wind-surfers, Lasers, Hobie Waves, Vanguard 15s, Rhodes 19s, J/24s and bigger boats (not to mention kayaks, whalers and anything else you can think of).

— SHOOTOUT AT THE FANTASY FACTORY



Run, rabbit, run — Robbie Doyle begins his one-minute run on starboard while the other two boats jockey for position.

But the resort truly comes to life during their annual fall 'theme weeks', especially the Pro-Am Regatta. We arrived — after a long but comfortable series of flights aboard American Airlines — at the Bitter End two days before the regatta. We were thrilled to be invited back, and immediately set about reacquainting ourselves with our Bitter End friends, as well as every toy on the shelf. Most of the other guests, many of whom are 'repeat' Pro-Amers, and the six invited Masters were already there, likewise enjoying a little R&R before the festivities began.

A Monday morning seminar on triple match racing, held in the open-air Sand Palace Theater, was well-attended, as everyone was eager to hear about this new permutation of the sailing game. "Triple match racing is far less confrontational than straight match racing, and we thought it would be more fitting for this vintage of skippers," explained Glynn.

The format would be a 20-race round-

robin series, with three Freedom 30s on the course at a time and each skipper racing 10 times. Rabbit starts (one boat sails on starboard for a minute, while the other two take her transom) and both windward and leeward gates would help keep the fleet together, certainly on the

Team North — wife Bea, Lynlee Slayter, Jay Wilkins and Gerry Kagan. We won three races on the last day — but it was too little, too late.

first of each heat's two windward/leeward laps. Unlike normal racing, boats are allowed to touch the inflatable marks. Like match racing, only the winner is allocated points, while second and third don't count for anything — whoever amassed the most points would win, as there was no provision for a semi-finals or finals.

The idea behind triple match racing, in theory at least, is to combine elements of match racing, small fleet racing, and conceivably even a little team racing. This interesting new discipline debuted as an exhibition class at the recent Cottenfield Match Racing World Championship and, as far as anyone knew, the Pro-Am was only the second time that triple match racing has ever been used in a major regatta. We'd be making history and maybe even help the umpires — Tom Farquhar and Brad Dellenbaugh — fine-tune the still-evolving rules after the event.

But before the Masters could put their triple match racing theories into practice, there was a fleet race to deal with on Tuesday — the 17-mile Defiance Day Race, a 'chamber of commerce' tour down to the Baths and back. Along with a handful of other local boats, the six skippers were each assigned a Freedom 30 for the long scenic race. Butch Ulmer, the gregarious 59-year-old president of UK Sails, won by half a boatlength, fending off a late charge from Lowell North. Though no one knew it at the time, Ulmer's victory was a harbinger of things to come.

That evening's awards ceremony, fueled by sponsors Nantucket Nectars and Mount Gay Rum, was a pleasant blur of food and drink, reggae music, dancing and limbo contests, and socializing with the Masters.

On Wednesday, the Boatscape.com Pro-Am Regatta got underway in typical North Sound conditions — anywhere from 10-18 knots of breeze, flat water, and re-



PRO-AM '99

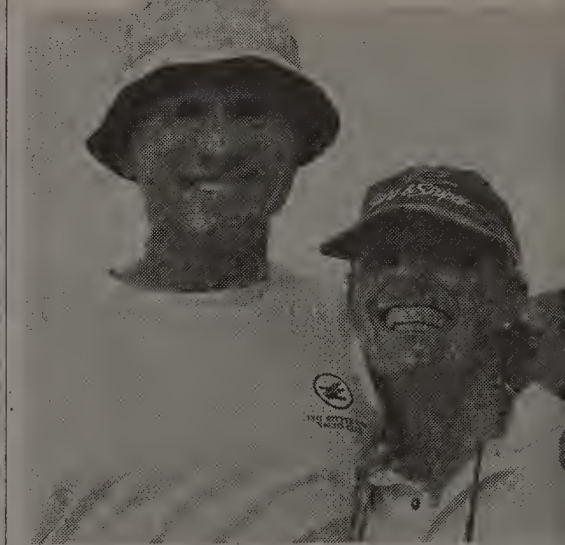
lentless sunshine. Being a civilized event, only four morning matches were scheduled, leaving the afternoon open for snorkeling, reading and other activities. All participants went out on the water, half on the three Freedom 30s and the other half on the spectator boat, a huge pontoon barge covered by a blue awning.

The first match pitted the rabbit, Robbie Doyle, the 50-year-old president of Doyle Sails ("What am I doing here? I'm way too young to be a legend!" he joked), against Butch Ulmer and Keith Musto. Thirty minutes later, Ulmer was the first skipper to post a win on the scoreboard — which should have been another hint about the final outcome. Musto, the English Melges 24 sailor and sailmaker-turned-clothing magnate, won the second race. John Bertrand, the Aussie hero who unbolted the America's Cup in '83, took the third race, and Doyle took the fourth. With four different winners at the end of day one, it was still anyone's regatta.

A cocktail hour seminar at the Sand Palace, preceded by vintage America's Cup videos, brought the sailors together again. This presentation focused on the internet and sailing, and was hosted by Boatscape.com founder Jay Wilkins and Quokka vice chairman John Bertrand. Wilkins, the regatta's benefactor and most enthusiastic participant, introduced his fledgling Boston-based company (check out www.boatscape.com, "where boaters click"), explaining that they provide sailors with three things — "content, community and commerce." Bertrand, who now splits his time between offices in London and San Francisco, spoke about Quokka Sports (known lately for their www.americascup.org site), which he characterized as "a new, better form of television."

It was a fascinating, free-wheeling discussion, one which resort guest Neil Weintraut — San Francisco J/105 owner, dot.com venture capitalist, and one of Bertrand's crew for the Pro-Am — summed up succinctly. "There are no experts in the internet yet, just as there are no experts in triple match racing."

An expert, however, began to emerge from the Master's ranks on Thursday, when eight heats were held over both morning and afternoon sessions. Musto, the quiet Englishman, posted two wins to start the day — running his score up to three points, and getting everyone's attention as the guy to beat. Part of Musto's early success was due to importing some talent, a 'pro' mainsheet hand named 'Rubber Ball' (skippers could bring a tactician of their choice, though only Musto



Nice people — Lowell and Bea North (above), and, from England, Keith and Jill Musto (below).



Above, regatta chairman and host extraordinaire John 'Born to be Wild' Glynn. Below, the winning form of Ulmer's crew. Resort guest Linda Coleman (at left below) also won last year with Cayard!



and Bertrand bothered) as well as one of his regular Melges crew, who came as a paying guest.

Ulmer, who lost to Musto in the second heat of the day, then stepped up to the plate and started smacking homers. He rattled off two wins before lunch, climbing into a tie with Musto. Whatever Ulmer had for lunch that day certainly agreed with him, as he came back firing on all cylinders. Sailing as the rabbit, which heretofore hadn't seemed like a

particularly good bargain, Ulmer took three straight heats before sitting down on the pontoon boat again — after an amazing five bullets in a row! Doyle took the final heat, but the day definitely belonged to Ulmer.

"I just looked for pressure and always tried to get to the next windshift first," claimed Ulmer, a former sailing star at Navy and a veteran big boat campaigner. "The left was favored today, so being the rabbit actually helped. But given the con-



Above, hanging out in paradise. Below middle, resort guest Neil Weintraut of San Francisco. Above right, overall winner Butch Ulmer and wife Carol.



Above, Ted and Sue Hood. Below, Boatscape.com founder and CEO Jay Wilkins and wife Vanessa.



Above, runner-up Robbie Doyle and wife Janet. Below, Rasa and John Bertrand.



stant wind changes, a one or two boat-length lead was never secure, so we were constantly trying to get further ahead. Dave (Pugsley, a BEYC director who sailed as Ulmer's mainsheet hand) knows the Sound really well and was a big help!"

Going into the last day, Ulmer's 6 point tally looked fairly untouchable. But Ulmer had already sailed eight times (out of ten), while both Musto (3 points) and Doyle (2 points) each had five races to go, and thus a mathematical shot at the title. Doyle

Smiling faces — scenes from the Boatscape.com Pro-Am Regatta. All photos latitude/rob.

aided his cause by winning the first race of the day, but then it was Lowell 'The Pope' North's turn to get on the scoreboard.— finally! This made us particularly happy, as Lowell had drafted us to do the mainsheet for him and things hadn't been going our way until then (we kept getting seconds, which didn't equate to any points). We also had the distinction of

being assessed the only penalty turn (a 270°) of the regatta, a complicated situation involving the 'three boatlength circle', a new one on us.

Suddenly inspired, North went on to win the next match, leaving only Ted Hood — the '74 Cup winner with *Courageous* and owner of 40 big boats named *Robin* — without a win. Happily, that situation changed in the next heat, as Hood put away Musto and Doyle to get on the scoreboard before lunch. A big rain squall

BOATSCAPE.COM PRO-AM REGATTA '99



blew through while the fleet was ashore — another case of perfect timing! — but conditions were fine again for the final four races. Mathematically, Ulmer had already wrapped it up — but second was still up for grabs.

Doyle, who is opening a loft in the Bay Area this month, and his mainsheet trimmer Nick Trotter took the all-important next match against Musto and Bertrand, propelling himself into second with 4 points. Hood won the next one, while North took the penultimate race to pull into a tie with Musto with 3 points each (which was eventually broken in Musto's favor, as he beat us twice and we only beat him once). The finale — a heat between Ulmer, who had nothing to win or lose, and Doyle and North — went to Ulmer, a fitting end to his stellar series. His final score was 7 wins in 10 races, with his only losses coming at the hands of Musto (twice) and North.

"I used up a year's worth of luck in a week," laughed Ulmer. "I enjoyed every minute of the sailing — nobody gave an inch, yet there was only one foul called. That's how it ought to be! But most of all, I enjoyed the other competitors. I didn't know Keith or John before, and hadn't seen Lowell in 15 years. I used to be neighbors with Ted in Rhode Island, and I still see Robbie regularly. . . . What a great group of guys!"

The wonderful week officially closed with that night's gala awards ceremony. "As I was growing up, these guys were my idols," said John Glynn, as the after dinner speeches started. "I've had the best

The Freedom 30s are more like Clydesdales than race ponies, but they're perfect for the purposes of the Pro-Am.

time this week!" Seemingly everyone was acknowledged, with special awards going to popular elder statesman Ted Hood (for sportsmanship) and umpire Brad Dellenbaugh (for 'spirit and enthusiasm'). Dellenbaugh, who coaches the Navy's off-shore team, has helped Glynn run the regatta for many years (and is now off in Auckland as the rules coach for *Young America*). Boatscape.com founder Jay Wilkins was thanked profusely — and the applause meter shot even higher when he promised that Boatscape would return as the Pro-Am sponsor next year.

Speaking of which, the 2000 Pro-Am is scheduled for November 4-11. By virtue of winning this year's event, Ulmer received an automatic invitation to next year's Pro-Am — and Paul Cayard also still has an 'auto invite' from winning in '98, so Glynn has decided to blend the old and new formats, keeping the best features of each. "We'll invite a total of six Masters and six 'currently hot' skippers," explained John. "No trimmers will be allowed this time, unless they're hotel guests. The Masters will race in the morning, the 'current hots' in the afternoon — and each group will be encouraged to crew for the other. We intend to keep the triple match racing format — everyone liked it, especially the 'Ams', who didn't get nearly as beat up as in regular match racing."

The racing will be spread out Monday through Friday, with the Defiance Day Race discarded in favor of a Wednesday layday 'field trip' to Anegada. In perhaps the best news of all, the new look for the

2000 Pro-Am will be matched by a new price tag — actually lower than the '99 tariff! "The Pro-Am falls during the Bitter End's newly restructured, theme week-laden Fall Sailing Season (Nov. 1 through Dec. 22)," explained Glynn. "Early bird bargain packages are already available for 25% off 1999 rates, and club groups of 10 or more can expect special programs that could reduce the rate up to 30% off the present rates."

Wow, at those prices — roughly comparable to chartering a nice bareboat in the Virgins — anyone interested in next year's Pro-Am should jump on it now. Surf to www.beyc.com to learn more, and/or to get in touch with the resort.

"We've anchored off the Bitter End before, but this was the first time we've stayed ashore. It was a fabulous vacation!" said no less an authority than Lowell North, who has seen most of the nice spots on the planet in his 69 years. "My wife Bea and I recently spent six years sailing around the world, and we feel that the Bitter End YC and the BVIs are right there at the top of the list. Save yourself the circumnavigation — go straight to the Bitter End!"

We couldn't agree more. The Bitter End is a special place, and the '99 Boatscape.com Pro-Am — a fleeting nautical 'Mt. Olympus' where mortals mingled freely with sailing deities — was a special

'99 Boatscape.com Pro-Am Regatta

1) Butch Ulmer	City Island, NY	7 wins
2) Robbie Doyle	Marblehead, MA	4 wins
3) Keith Musto	Essex, England	3 wins
4) Lowell North	San Diego, CA	3 wins
5) Ted Hood	Portsmouth, RI	2 wins
6) John Bertrand	London/S.F.	1 win

Past Pro-Am Winners

'87 Scott MacLeod	'93 Peter Holmberg
'88 Ken Read	'94 Ed Baird
'89 Ken Read	'95 Russell Coutts
'90 Jim Brady	'96 Russell Coutts
'91 Ed Baird	'97 Peter Holmberg
'92 Paul Cayard	'98 Paul Cayard

event, probably the most 'feel-good' regatta we've ever attended.

"This year's Pro-Am was one of the best ever," claimed Glynn. "Butch may have won, but there were truly no losers here this week."

— latitude/rkn

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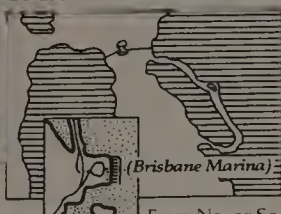
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"This will be easy," I thought to myself as I pulled into the parking lot of my local chandlery on the last shopping day of the season. "Everyone left on my list this year is a sailor, and this chandlery is the biggest toy store in town."

But the trouble started before I was even out of the car. Phil Chute, my foredeck crew, rolled his car into an adjacent space.

"Here for some last-minute shopping?" he hailed as I locked my door.

"Just a few odds and ends," I answered evasively.

"Does this mean you're finally going to replace that sticky afterguy shackle?" he asked hopefully.

"Yes, thanks for reminding me," I said as we walked into the store.

The problem, of course, was that Phil was on my shopping list, and if we were going to select hardware together it would be difficult to buy him a gift. Once inside the store, things only got worse.

"Hi Max! Join the last-minute shop-a-thon!" It was Roxanne Scholes, a cruiser from my yacht club. We've spent many weekends rafted up together on club cruises, and of course she was on my list, too. Fortunately, she was busy picking out nautical dishes and silverware, and I could probably maneuver clear when it was time to buy her gift.

But then I crossed tacks with Stan Chun, the boat maintenance worker who does my bottom every year. He had his own opinion about afterguy shackles. And

too. Even Cam Clete, who hops on my boat once in a while for a Friday night race, had to put in his two cents.

When the dust settled there were two precious bits of titanium in my hands. "These are light enough so that if you use spectra sheets you won't have to drop the afterguy off the spinnaker so soon when the wind gets light," Jay explained. "Expensive, but worth it."

"Titanium is in this year," added Barney.

It was hard to conceal the sticker shock when I saw the price tags. I'm used to high-priced boat hardware, but I wasn't quite ready for titanium.

"I'll think about it," I said. "Meanwhile, I've got some other shopping to do here," and I started over to the books and charts section of the store.

"Me too," said Phil, much to my dismay, and we walked across the store together. And now Roxanne was on a converging course too. And then two more of my friends from the club — and from my shopping list — hove into view around the lifejacket display rack. It was May Day and Lilly Pond, two new members who had just bought their first boat this year.

"The whole yacht club must be here today," I moaned.

This was not going to work. All I could think to do was ask Phil for his gift recommendation for the one person on my list who *didn't* seem to be in the store: Lee Helm.

"She's such a techno-geek," he said, "it should be easy to come up with a great present for her. But on the other hand, she doesn't have a boat, so that cuts out a lot of great stuff." He thought for a minute. "I think the latest sailing simulator would be on target."

"Good idea. Let's see what they have."

We found the sailing software, almost hidden under the instructional videos and screen savers. But

to our mutual disappointment, the product offerings were about the same as they were five years ago.

"My old favorite," said Phil, "was *Sail Simulator* from a company called Stentec



in Holland. I assumed there'd be a new update, but I don't even see the old version here."

"Is that the one that came with the little tiller controller?" I asked.

"That's the one. It had the best 'flight model' by far, and the smoothest animation."

I looked at the packaging of the current simulator offerings, and noted that they could all run on Windows 3.1.

"That's not a good sign," said Phil. "It means the development of these things is dead in the water."

"Why to you think this product category is stagnant?" I asked.

"Maybe," he surmised, "it's because when all is said and done, it's still just a sailboat race, and simulating it accurately in real time is about as exciting as watching grass grow."

"You'd think a good two-person match race game would keep people interested," I speculated.

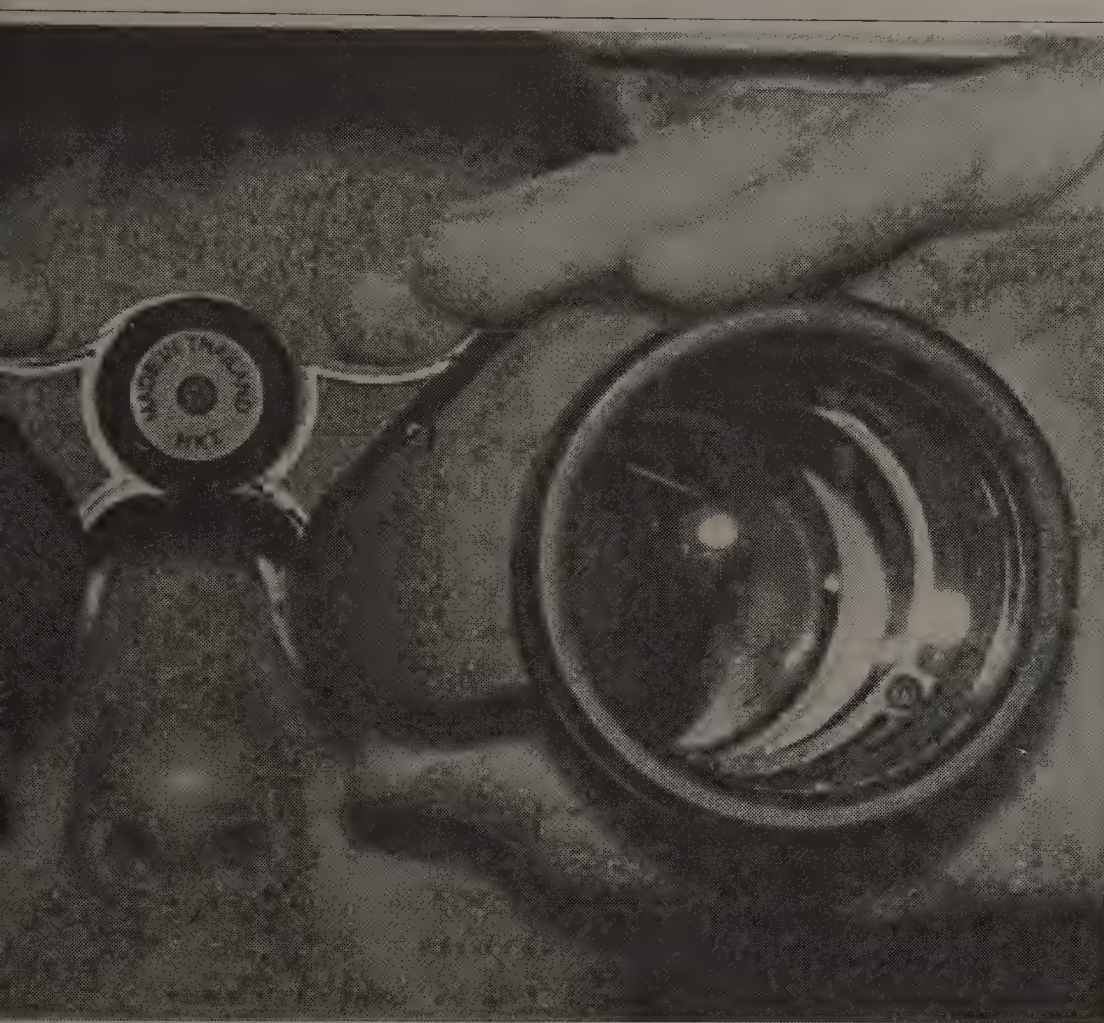
"Maybe," said Phil. "But you still need a good human ref to handle the rules. Racing rule application is a very tough problem for consumer-level artificial intelligence. On the other hand, we still have fun playing *Schnack's Tac* at the club bar on an old laptop. The graphics are



From stocking stuffers to high-ticket electronic gizmos, there are plenty of gifts at the local chandlery for you last-minute Santas.

over in the hardware department, we practically collided with Jay Locke and Guy Block, two more of my sailing friends who co-own a big new race boat. Barney Post, their mainsheet trimmer, was there

— IT'S THE THOUGHT THAT COUNTS



Binoculars make great gifts — and aren't necessarily expensive if you can live without gyro-stabilization, integral compass, GPS interface and a built-in microwave oven.

about as sophisticated as the early versions of *Pong*, and the controls are about as simple, but it's the best sailing bar game ever. Pretty amazing, considering that the half-life of game software is about two years, and *Schnack's Tac* has been around since the '80s and runs fine on a 286."

Meanwhile, May and Lilly walked over and introduced us to their friend, Brian Schrimp, a powerboat owner who had been standing by the video rack, close enough to overhear most of our discussion.

"I think the problem is that the simulators tried to be good race games instead of training simulators," said Brian. "What I really need is a docking simulator, for training. My real-world practice sessions are getting expensive."

"What about this powerboat simulator?" said Lilly, picking up a box that looked promising.

"Don't bother," said Annette Hauler, who happened to be passing by. She lives for all kinds of fishing, and knows powerboats. "The animations are too

crude to get much of a feel for motion and acceleration, and it leaves out torque and prop walk and even wind drift. So there isn't much point."

"Let's see if there are any new books that Lee would like," I said as I moved to the books section of the store.

On the way we ran into the Beeches family: Sonny, Sandy, and their two boys Rocky and Stony. Deep in the throes of final preparation for a long cruise, they were stocking up on charts and cruising guides.

"This is my favorite," said Sandy, when I asked for gift book recommendation: *Celestial Navigation Made Practically Incomprehensible*, by Al Tare.

"I think Lee would rather have a book about racing," said Phil. "Here's a new one by Bjorn Tolouse, with a forward by Miles B. Hind. . . ."

"No," I shook my head. "I think she'd find that too basic. There's a book she wants about theoretical hydrodynamics, by a woman named Flo Field. Don't see it

here, though."

I was striking out with Lee's present, but by paying attention to all my friends' suggestions, I was filling in the gaps in my list for everyone else.

Roxanne would get a book about small craft surveying by Dustin Bilge. Annette was showing interest in a book about traditional fish boat designs by Dory Stern. Brian seemed to like an account of a shipwreck by Saul Serviver — although he also wanted to read the book by the arctic sailor, Claude Bauls, who narrowly escaped a polar bear attack. Stan would get Matt Glass' new book about composite construction. May Day, from her comments and hints, wanted a book about offshore seamanship by Sidney Hobart. And Lilly Pond was in line for a treatise about fly fishing by Rod N. Reil.

But what to get Lee? I set off across the store looking for more ideas. Before I was halfway to the electronics department, I ran into my good friend Bob Stay. Bob is the owner of a traditional wooden cutter. He was pushing a baby stroller.

"So there's the new addition to the crew!" I exclaimed as I peered into the stroller to make funny faces at the infant. "Have you thought of a name yet?"

"We're still deadlocked," admitted Bob. "I want it to be Jack, my wife wants Martin Gayle, so for now we're just calling him Baby."

After I had extracted a smile from Baby, I asked Bob if he had any suggestions for Lee's gift.

"I give framed pictures of our boat to people who have sailed with us," he said. "And for my friends who have their own boats, I try to take a picture of their boat during the year, and give them a nice framed enlargement. It takes a lot of advance planning, though."

"That's a good idea," I said, "but I need to do this right now."

"You shouldn't even think about sailing the Bay without those. . . ."

"Magazine subscriptions work," he said. "Wrap up the current issue of *WoodenBoat*, put that under the tree, and send in for the sub. Or how about the latest Patrick O'Brian book-on tape?"

"More good ideas," I said. "But I think Lee already subscribes to all the magazines she wants, and I don't know which

CHRISTMAS GIFT IDEAS FOR SAILORS

Stocking Stuffers/Inexpensive Gifts:

- #10 drill bits
- 'Goat Feet' polyester boot socks
- Chemical light sticks
- Combination screwdriver
- Diaphragm type mouth-powered 'Safety Blaster' horn
- Duct tape
- Flag chart
- Flashlight(s)
- Fuzzy offshore hat (or just about anything else made with polyester fleece)
- Rulebook
- Titanium shackle key (in designer colors)
- Wall calendar
- WD-40

Moderately expensive

- Foul weather gear (especially bottoms)
- Handheld VHF (that accepts non-rechargeable batteries)
- Magazine subscriptions (*Seahorse*, *WoodenBoat*, that 38 thing...)
- Patrick O'Brian book, or book on tape (try to make sure it is in the proper sequence for diehard fans)
- Personal strobe light
- Pocket binoculars
- Protest kit (includes flag, rulebook, and Elvstrom models)
- Rigging knife (with shackle key, not

marlinspike)

- Roll of sail repair insignia tape
- Set of "headlock" pliers (but keep the vice-grips)
- Titanium spinnaker shackles
- Titanium winch handle (replacing a handle you lost doesn't count as a gift)

Expensive but really cool

- Night vision binoculars
- Stabilized binoculars
- Yeoman chart digitizer

Requires Lead Time:

- 6-ft canoe paddles
- Crew shirts
- Photos of boat
- Sail cover, tiller cover or winch hats

Gifts To Avoid:

- Any equipment requiring a drill or a screwdriver for installation
- Anything with an artist's picture of a sailboat on it
- Common kitchen utensils with nautical themes of any kind
- Salt and pepper shakers shaped like nun and can buoys

For Wrapping Paper:

- Old charts. You can sometimes get these free from chart stores — or use the free chart catalog.

O'Brian book she's up to. I'll go over to electronics and see if I can come up with something."

"You can never go wrong getting someone a handheld VHF," suggested Roxanne as she intercepted my course at the electronics display. "Even if they already have one, they can always use another."

"But don't get one that only takes rechargeable batteries," advised Phil. "Those rechargeables are only good if the radio can live in the charger. For a sailboat, the only way to get decent reliability is to use plain old alkaline double-As, and carry some spares. When those rechargeables go flat, you're out of luck."

The VHF seemed like a great gift, but a bit out of the appropriate price range. There were also some amazing new handheld GPS receivers. But what really got my attention were the gyro-stabilized binoculars. Between those and the electronic night vision scopes, I could get by for years with my diminishing

eyesight.

I played with electronic chart plotters for a while, hoping that at least a few of my friends would leave. No luck, but I did get to put the Yeoman plotter/digitizer through its paces. This device will take any paper chart, calibrate the digitizer based on three known points, and then work with the paper chart as if it were in digital form. Perfect for any navigation project involving a mix of paper and digital charts. If only I still believed in Santa.

Still drawing a blank for Lee's gift, I walked towards the back of the store. Dan Forthe was there buying a new anchor, and he suggested a six-foot canoe paddle for Lee. "Small boat sailors should all carry paddles," he said, "but the longest standard canoe paddle is too short. If you special order a six footer, though, you get something much more suitable for paddling from the deck of a sailboat."

"Thanks anyway," I said. "But Lee doesn't own a boat, and I have to get

something today."

Next I tried the tool section, where I found some great stocking stuffers.

"Number 10 drill bits!" said Stan Chun, who had gone around the store in the other direction. "Everyone needs more of those. Or a set of these of 'Headlock' adjustable pliers."

"They look like vice-grips to me," I said.

"This is a better mousetrap," he assured me. "You might not want to take your vice-grips off the boat, because there are still a few things vice-grips do better. But for 90% of the jobs, you'll reach for these first."

I knew who I wanted to buy them for, but I'd have to come back later. Meanwhile, I continued over to clothing.

The first item that caught my eye here was called 'Goat Feet,' a kind of boot sock made of thick fuzzy polyester. I inspected a pair while I mentally juggled around my gift list.

"You shouldn't even think about sailing on the Bay without those," said a voice from between the clothes racks in the foul weather gear department.

It was Doc Bocks, yet another yacht club member here in the store. "I've been seeing a lot of cases of chilblain lately," he continued. "It's also known as pernio, closely related to immersion foot or trench foot. A sort of precursor to frostbite, but it develops over years of exposure and results in chronic symptoms that can last for years more. It can very painful — the symptoms can be as bad as diabetic neuropathy."

"And these will prevent it?" I asked.

"Those and enough common sense to change into dry socks after sailing," he said. "And lots of vitamin B-6."

I thanked the doctor, and put two pair of Goat Feet in my basket. If anyone spotted them I could always say they were for me.

Meanwhile, Doc was selecting several sets of foulie bottoms.

"Outfitting your whole crew for next season?" I asked.

"Have to keep them warm and safe," he replied. "Also, if we're wearing matching gear we're much more likely to get our picture taken!"

"Good point," I said. "But those are all bottoms. No tops?"

"I don't think foul weather gear tops are safe unless they have a significant amount of built-in flotation," he said. "Any time you have boots or foulies on, it's a good bet that your swimming ability is sufficiently impaired so that supplemental

— IT'S THE THOUGHT THAT COUNTS



Everybody loves hats — well, almost everyone. And these days, they're available in many styles and 'fits-all' sizes for the sailor in your life.

the harbormaster's office, was there buying a present for her boss — salt and pepper shakers shaped like little nun and

can buoys.

Then Phil, Stan, and Roxanne all converged at the check-out line right behind me.

"So, Max, are we getting those titanium shackles for the foredeck?"

My gaze fell on the three-digit numbers on the price tags, right after the word 'only.'

"Couldn't I wait and see if Santa Claus puts them in my stocking?" I asked.

"Do you still believe in Santa Claus?" asked Phil.

He had a point. I would have to buy these shackles sooner or later. But Stan came to the rescue just in time, and took the shackles out of my basket before I could put them on the check-out counter. "I'll get these on my wholesale account," he offered. "That will ease some of the pain."

"Thank you! See," I said to the small gathering of friends, "there really is a Santa Claus."

"And what did you finally decide to get for Lee Helm?" They all asked.

"A gift certificate."

— max ebb

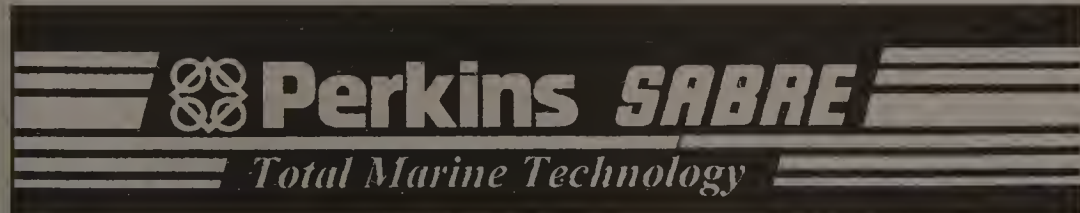
flotation is needed. Lifejackets and foul weather tops are clumsy when used together, and people tend to skip the PFD if left to their own devices. So I conclude that foul weather gear tops are contraindicated for San Francisco Bay."

"How do you stay dry?" I asked.

"My crew wear matching white-water spray tops instead. They're lightweight and waterproof, and much more comfortable. We layer with sweaters or fleece underneath, and wear non-inflatable PFDs on top."

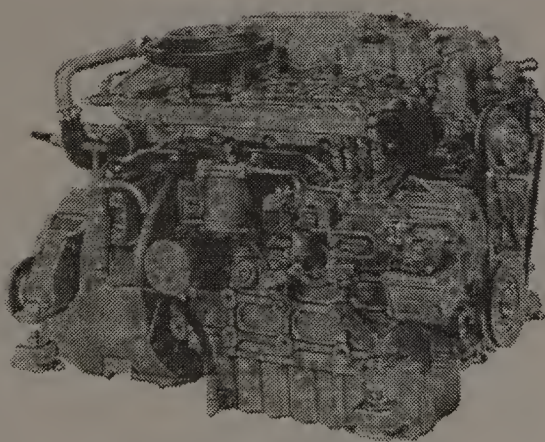
I added a couple of fuzzy hats and Polar Tec sweaters to my basket, and after including the books that I'd go back for when the coast was clear, my list was looking pretty good. Except for Lee.

I wandered around the store for another half hour, and by the time I finally made for the check-out line I think I had seen every one of my sailing friends in the store. Even Marina Bill, the secretary at



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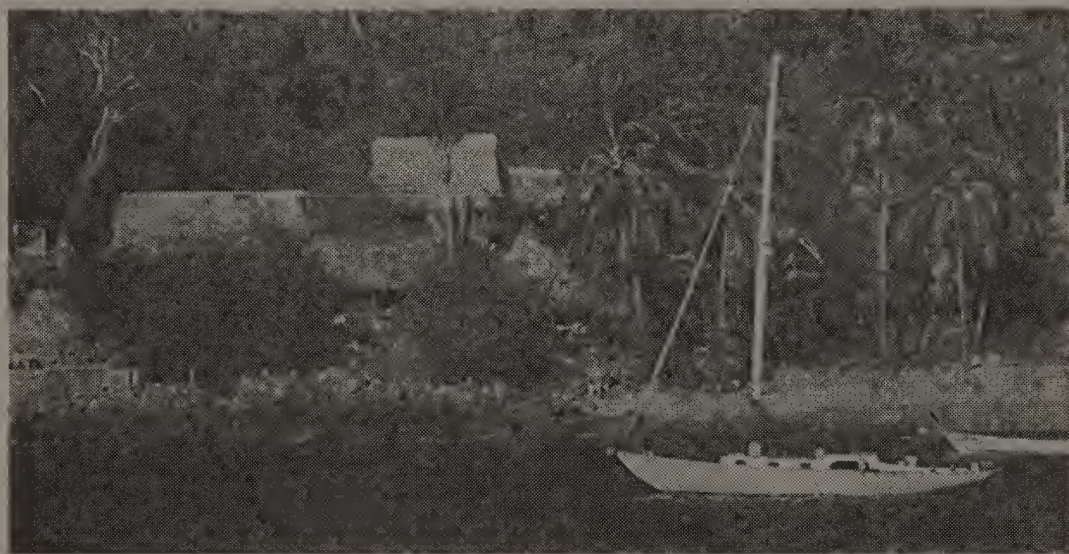
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CRUISING MEXICO'S

The purpose of this article is to whet your appetite for a cruise along Mexico's 'Gold Coast'. If we had any writing skills, it wouldn't be difficult.

There are many great places to cruise

the end of May. From June to November, however, it's hot, rainy and subject to hurricanes.



LATITUDE/RICHARD

in Mexico — one of the best cruising countries in the world — but there are two regions that are particularly outstanding. The first is the 140 miles between La Paz and Loreto in the Sea of Cortez. This is unspoiled cruising, because the area has no waterfront highway, no towns, and few villages, stores or other traces of civilization. It does, however, have plenty of terrific anchorages. The desert-by-the-sea scenery and the spectacular purple and/or orange sunrises and sunsets give the area a uniquely spiritual ambience. Like the rest of the Sea of Cortez, this area is best enjoyed in the spring and fall. It's too cold for swimming and subject to Northerners in the winter, and too hot for many cruisers in August and September.

The second terrific cruising region in Mexico is the so-called 'Gold Coast' that consists of the 175 miles between Puerto Vallarta and Manzanillo. Unlike the desert brown of the Sea of Cortez, the Gold Coast is full-on tropical, with plenty of greenery and even large areas of impenetrable jungle. Bracketed by the big cities of Puerto Vallarta (300,000) and Manzanillo

You find a little bit of everything on the Gold Coast, from simple villages to palatial homes. Yelapa doesn't fit anywhere along this spectrum.

To give you an idea of the cruising opportunities along the Gold Coast, we're going to recount a 10-day cruise we took aboard *Profligate* last March after the conclusion of the Banderas Bay Regatta. Our group consisted of the Wanderer, Doña de Mallorca, John Beattie and Susie Stew.

Day One. Although Marina Puerto Vallarta and the Paradise Village Marina Resort are only four miles apart as the crow flies, the former is in the state of Jalisco while the latter is in the state of Nayarit — so you have different procedures for checking out. When you do it from Marina Vallarta, either the skipper or a service has to do the whole dance with the Port Captain and Immigration. But when leaving Paradise Village Marina, there is no Immigration, so you or the service only has to check you out with the Port Captain.

It's only a five minute pedal-boat ride from Paradise Marina across the channel to the new and clean — wow, check out the beautifully varnished doors! — Port Captain's office at Nuevo Vallarta. Most Mexican officials seem to handle paperwork much more efficiently than in the 'old days'. The guys at Nuevo Vallarta had us in and out in 10 minutes — and there was no charge.

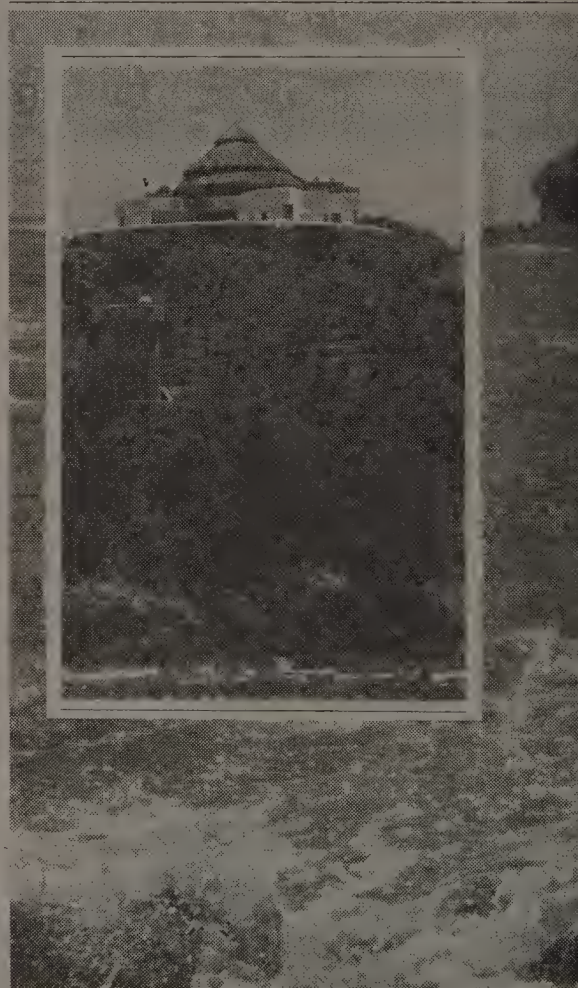
Although the 600-room Paradise Village Resort & Marina is blessedly separated from the tourist-mad center of Puerto Vallarta, it's no problem to stock

up with basic provisions at the resort. Their small store and deli seem to have everything — including delicious whole roasted chickens for just \$3. In fact, the only reason we needed to go into Puerto Vallarta was to outfit *Profligate* with some cockpit seating and tables. We scored just what we needed at Commercial Mexicana near the airport: two genuine plastic tables and eight chairs — for a total cost of \$40. Having found exactly what we wanted at our first stop, we didn't have to continue on to the local Sam's Club.

By late that afternoon, we were motoring in light winds along the south side of Banderas Bay toward Yelapa. Measuring about 12 by 15 miles, the bay itself has many cruising attractions. In addition to the anchorages at Punta Mita, La Cruz, Tomatlan, Quimixto and Yelapa, and the city of Puerto Vallarta, there's also the sweet and reliable sailing conditions. Almost like clockwork, the breeze comes up about 11:00 a.m., peaks at 12 to 18 knots in the middle of the afternoon, and then dies off just before sundown. Although one February many years ago we experienced three straight mornings of pea-soup fog, it's a rare occurrence and

The Gold Coast consists of the 175 miles between P.V. and Manzanillo

(100,000), there are a number of smaller towns and resorts along this stretch of coast — but lots of uninhabited areas, too. The Gold Coast offers outstanding warm weather cruising from November through



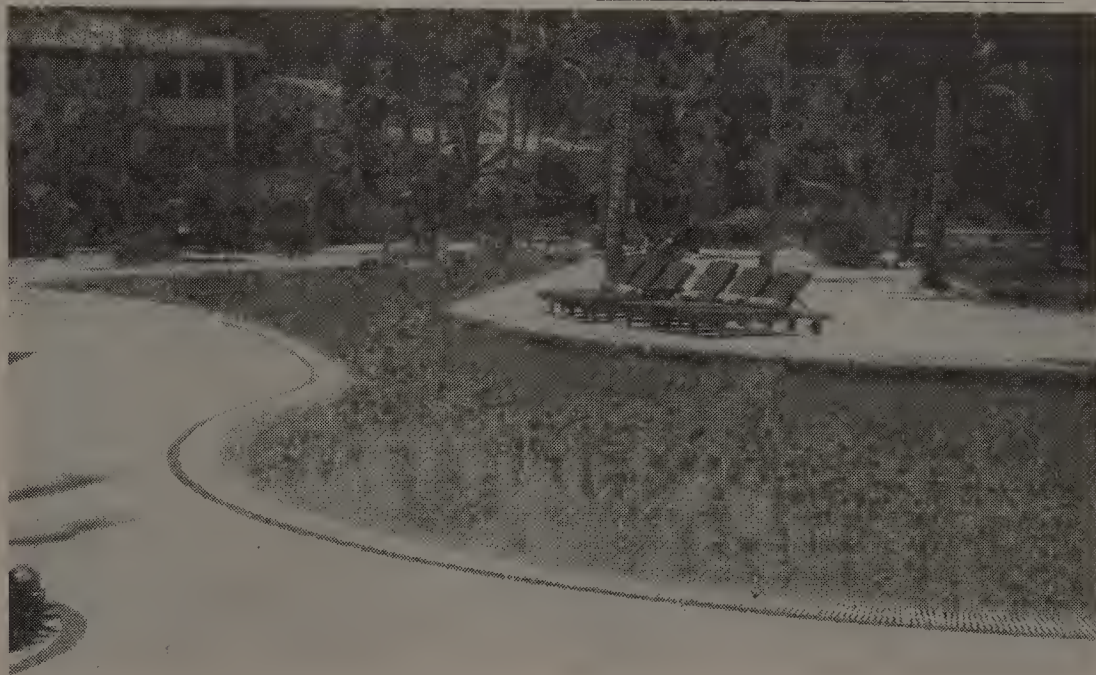
doesn't last long.

It's amazing how dense the jungle becomes a few miles southwest of Puerto Vallarta. Before long, the road ends and the few remaining houses are only accessible by boat. A thick jungle covers the hillsides leading up to the rugged coastal mountains, and it's often covered in a dense tropical mist the way the hills of Sausalito are often covered in fog.

The last cruising stop on the south side of Banderas Bay is Yelapa, which has been a bastion of the counterculture for more than a quarter of a century. It's basically a crescent-shaped beach backed by rugged jungle, a river, a waterfall, and mountains. Tourists arrive at Yelapa each day by the hundreds aboard various tour boats, after which they eat at the waterfront palapas, buy souvenir T-shirts, hike up to the waterfall — and then reboard the boats in the mid-afternoon to return to their hotels in Puerto Vallarta. Since all the daytripper tour boats had departed when we arrived at 4:00 p.m., Yelapa appeared as sleepy as a *siesta*. We're not

Susie, John, and Doña, the Tres Amigos, stroll the beach at Careyes. Inset; You can own this home and its twin for just \$16 million — U.S.

LATITUDE/RICHARD



sure if we were being naughty, but we grabbed a tour boat mooring buoy while we surveyed the area and mulled over whether to spend the night or not.

There's a lot of pot grown and smoked in the Yelapa area, so we were unable to tell if the thick cloud of smoke arising from behind one of the houses was a result of somebody burning their garbage or having some friends over to share a few tokes. In addition to its '60s state of mind, wa-

The last thing you'd expect to find along sparsely-populated parts of the Gold Coast are luxury resorts, but they're there.

terfall, and beach, Yelapa is also known for its terrible anchorage. The problem is that except for a small ledge in the southwest corner, the water is extremely deep almost to the shore. One of the three 82-foot M Class boats ever built dragged anchor in Yelapa many years ago and ended up in splinters — and other boats have met similar fates. Nevertheless, there were several cruising boats on the hook when we were there.

Our quartet thought about spending the night at Yelapa, but a combination of the shaky anchorage and itchy feet helped us decide to save this part of Banderas Bay for another time. We decided to round Cabo Corrientes and sail overnight to . . . well, we had so many destinations to choose from: 32 miles to Ipala; 84 to Chamela; 94 to Careyes; 112 to Bahia Tenacatita; 133 to Barra Navidad; and 160 to Manzanillo. Faced with an embarrassing riches of fine destinations, we elected to let serendipity be our guide.

While motorsailing along, the dozing Wanderer looked aft and noticed what appeared to be two dorsal fins separated by 15 feet shadowing *Profligate*. It was no big deal, as whales and dolphins commonly follow boats — particularly those with daggerboards. But the weird thing about the fins was that they flopped inward toward each other. Half asleep, the Wanderer remembered thinking he'd never seen floppy fins on dolphins or whales.

Ka-bang!!! About 20 minutes later *Profligate's* port daggerboard slammed into what felt like Los Arcos — and came to an abrupt halt from 10 knots. What the hell!? We were still several hundred yards offshore in obviously deep water.

LATITUDE/RICHARD



CRUISING MEXICO'S



Then we noticed a tremendous commotion underwater aft on the port side. John and Susie quickly identified the source as one very large and very angry manta ray. The two 'floppy dorsal fins' had actually been the ray's wing tips.

Profligate's port daggerboard had been jammed aft. Hoping that it was just wedged against the 'crash box', we quickly checked the bilge for signs of water pouring in. Since there wasn't any, and since the mostly foam boat is theoretically even more unsinkable than the *Titanic*, we continued on our way. We hope the ray was in good enough shape to do the same.

We rounded the rugged and uninhabited Cabo Corrientes just before dark. Although it has the reputation for being the roughest cape on the mainland Mexican coast, it was tranquil when we passed. About two hours later, an onshore breeze came up, so we set the cat's huge main and tiny jib, allowing us to shut down the engines. How do people stand powerboats? Although the moon was several nights past full, the night sky was full of celestial wonders. As enjoyable as sailing is during the day, there's nothing like sailing in the tropics at night when you do everything by feel. Pardon the touchy-feely sentiment, but night sailing really does bring you closer to Nature.

Day Two. When the Wanderer came back on watch in the morning, an orange ball of fire had risen over the coastal hills in the east. The slightly lumpy Pacific was a deep blue and the sky above was a light blue. Although it was still early, the dew was quickly evaporating from the decks and it was more than warm enough for T-shirts and shorts.

Our only problem was where to stop, as we were now within a half day's sail of Chamela, Careyes, Tenacatita Bay, Melaque and Barra de Navidad — all great destinations. We finally decided on Careyes, a little triple cove that's home to a dated Club Med, the upscale Bel Aire Hotel, and a number of palatial residences on the bluffs overlooking the sea.

The Careyes anchorage can be bumpy because nearby Punta Farallon often refracts the swell right into the coves. Even though there was only a moderate swell running, there were tennis court-size patches of thick foam floating on the ocean surface. When we arrived, there was one large powerboat, a 33-foot Cross trimaran, and a bunch of skiffs in the relatively small anchorage. Because mainland Mexico's prevailing wind is onshore during the day and offshore at night, and because *Profligate* has an extremely large footprint, we had to set a stern anchor to keep from hogging the tight anchorage.

Since we'd foolishly neglected to purchase a proper stern anchor prior to leaving San Diego, we had no choice but to use our storm anchor — a Fortress 125X, designed for powerboats up to 162 feet. As we pulled the parts out of the box and

assembled the huge thing, we couldn't help but recall Steve Dashew's remark that you know your anchor is large enough when everybody in the marina laughs at its size. The few people who were around seemed to be stifling giggles, so we didn't worry about dragging.

One-hundred-and-twenty-seven miles south of Puerto Vallarta and 66 miles north of Barra de Navidad, Careyes is far from any population centers. But judging from the size of the mansions along the cliffs, the beauty of the rolling hills overlooking the blue Pacific appeals to those with unlimited wealth. At the top of the cliff on each side of the south cove were matching round homes. We were later informed they were available — at just \$8 million each. On a nearby cliff that was being cleared for yet another colossal mansion, a guy was operating a big Caterpillar in typical Mexican fashion. He repeatedly drove the thing part way off the 150-foot crumbling cliff before retreating. He must have had big *cojones* — and a wooden Jesus on the hood of the Cat.

Spread; At places such as Isla Navidad Resort, the architects felt free to improve upon nature. How about this man-made island? Inset; The Marina Isla Navidad.



After we secured the boat, we hopped into the dinghy to explore the three little coves. The cove on the north side is dominated by a huge rock — almost an island — topped by an expansive house. It's connected to the mainland by something that resembles a mini version of the Golden Gate. Mexico and Spain are home to the world's most free-wheeling architecture.

Having been evicted from enough Club Meds after assaults from the sea, we decided to skip this one. Besides, it was looking depressingly quiet for the high season. So we landed the dinghy on the Hotel Bel Aire's little beach. Despite its rustic style, the Bel Aire Hotel is luxurious, with spacious grounds, lush lawns, crazy shaped pools, lawn chairs with thick towels, and enormous pillows positioned so you can spend hours gazing out to sea. There was a staff of about 20 to make sure that the 10 guests — representing an occupancy rate of about 1% — were comfortable. One of the things we've never understood about Mexico is how so many elaborate hotels and restaurants can survive indefinitely with hardly any customers.

The Bel Aire is one of those quiet little places where before long you get to know



We got a view of Las Hadas Resort and Marina later in our Gold Coast adventure, but have to wait until this year to actually visit.

half the guests and visitors. The first guy we met was Phil, the owner of the Cross 33. While enjoying a burger, he explained that he was a Kiwi who'd lived in the United States and was singlehanded back to New Zealand. He said he'd been in the anchorage about a week. Phil soon introduced us to an older, but lovely and elegant, woman from France. We don't recall her name, but she explained that she'd tired of all the "nonsense" in the Med and the Caribbean, so she spent all her time in London and Paris — and her winters in this quiet part of Mexico's Gold Coast.

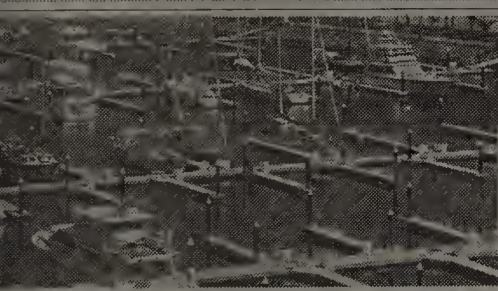
Phil advised us that as long as cruisers dress presentably, aren't obnoxious, and buy some drinks or food, the Australian (!) managers of the Bel Aire Hotel don't mind if they use the grounds and the swimming pool. While the price of food and drinks wasn't cheap, it wasn't outrageous considering the facility. If you're cruising with a lady and want to score some big points, don't sail by Careyes.

Day Three. It was hot and still when we awoke, so we decided to motor the better part of the day south to Barra de Navidad. 'Barra' is one of those places in Mexico with a split personality. On the northeast side of the channel leading into the lagoon is the typical little Mexican town of Barra de Navidad. It has some tourist businesses and a number of pleasantly funky bars and restaurants on the beach that overlook the crashing surf. But on the southwest side of the channel is a home belonging to the President of Mexico — and the ultra luxurious Isla Navidad Hotel and Marina. Depending on which side of the channel you eat at, lunch can

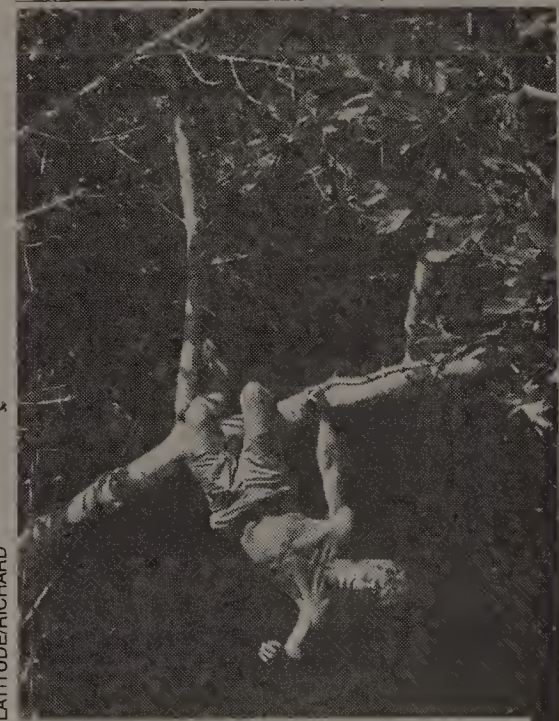
be \$2.50 per person or \$25 per person.

Cruising have three mooring options in the Barra area. It's possible to anchor a mile and a half up the beach at Melaque, which is a series of older beachfront hotels and restaurants at the northern end of the bay. Sadly, Phil — who was such a good friend of cruisers — and her Los Pelicanos restaurant are long gone, but it's still a good anchorage. A second option is to enter the lagoon behind Barra and drop the hook. The air can get pretty still in the lagoon and it's not very scenic, but it offers great protection, it's free — and there's no extra charge for the bugs. There were about 10 boats on the hook in the lagoon when we were there. A third option is to take a berth at the lovely Isla Navidad Resort and Marina, home to some

Normally the jungle ride at Tenacatita Bay is peaceful — but you never know what kind of wildlife you might see hanging from the trees.



LATITUDE/RICHARD



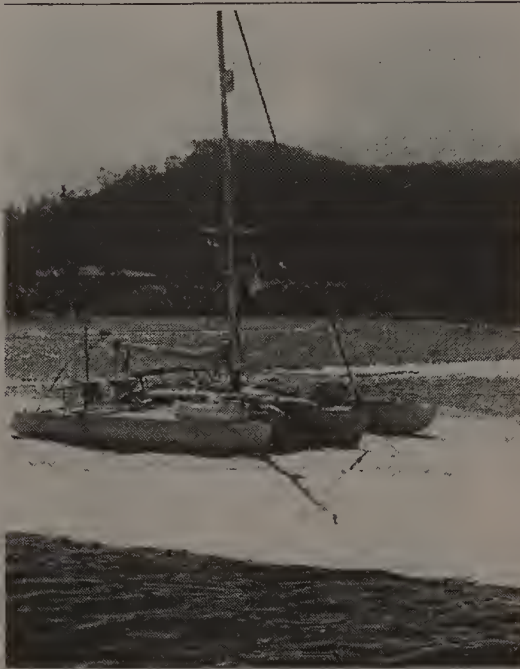
LATITUDE/RICHARD

CRUISING MEXICO'S

of the largest yachts in Mexico.

As you'd expect, the berths aren't cheap at Isla Navidad, but the facility is brand new and the security is excellent. And if you've been on-the hook for a month, you may have 'earned' a little dockside luxury. Besides, marina tenants get a discount when playing at the resort's 27-hole golf course: only \$97 dollars instead of \$135. Ouch! Oddly enough, the best deal on the Isla Navidad side of the channel is the buffet breakfast at the golf course clubhouse: \$2.50 for all you can eat. Nonetheless, we're glad we brought our surfboard rather than golf clubs to Mexico, as waves are free and there's a great break right in front of Barra.

Given the relatively expensive berth rates at the most glitzy marina in Mexico, we assumed that cruisers would shun it. But when we motored in to check it out, there were a handful of obvious cruising boats. And then Ha-Ha vet Mike Aarhus of the Seattle-based Freeport 41 Boomtown Trader hollered out, "Hey Poobah, we've been here a month and you're going to love staying at this place!" Spending time in marinas isn't our thing,



LATITUDE/RICHARD

Phil's trimaran seemed to be floating on a layer of thick white foam while at anchor at Bahia Careyes. And the swell wasn't even that large.

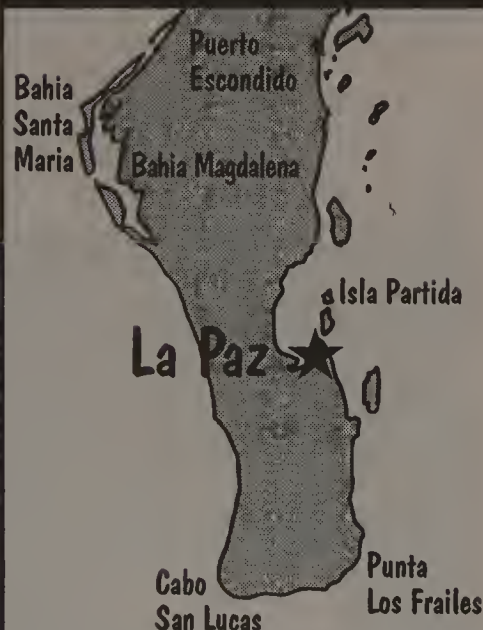
but checking them out is our editorial responsibility.

The Isla Navidad Hotel is extravagant in the finest Mexican tradition. It's beautiful and clean — but laid out in a some-

what confusing manner. For example, the lobby and registration desk are on the 7th floor, but when you want to take the elevator down to the marina level, it stops at the third floor. When you get out of the elevator, you're left to your own devices to find your way down to the pools and marina. Nonetheless, this is another place most ladies would enjoy visiting. If you look like an American, behave and dress appropriately, and buy a drink or two, you'll have the run of the place. It's fun to stroll around, and the views from the upper floors are interesting. Like all luxury hotels in Mexico, this one seemed almost empty.

The marina had only been open a year when we arrived, and there wasn't a fuel dock. It proved to be expensive and time-consuming to have fuel delivered from the Pemex station on the other side of town, but fortunately a fuel dock should now be in place. The only negative about the marina is that it's so well protected that it can get quite warm during the afternoon — so it's good they have a number

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of pools.

When we pulled in, we were surprised at the number of larger — 100 foot — powerboats. We love crazy powerboat stories, and heard a good one about a boat in the marina. After being divorced by some multimillionaire, the ex-wife decided to take her vengeance by having a boat built for herself — one that was one foot longer than her ex-husband's. It turned out to be no revenge at all, as the shocking \$400,000 a year in upkeep and operations was eating up her settlement. Male or female — we mortals truly are a bunch of fools.

Day or night, frequent *panga* service is available between Isla Navidad Resort and Barra. During the day it's free, at night you pay a small fee. Even if you take a berth at Isla Navidad, you owe it to yourself to make it over to one of the waterfront restaurant/bars in Barra for the terrific views of the inspiring sunsets. We did and bumped into the Aarthuses of *Boomtown Trader*, who were celebrating their 20th anniversary with many of their

friends. A gigantic margarita and two beers cost just \$3.50, so it's easy to have fun — and/or get carried away — in Barra. The waterfront spots are also great for breakfast. But before you order anything with oysters, remember they're farmed in the lagoon — where the boats are anchored and the street run-off ends up.

Checking in and out at Barra was a breeze, as once again there was just a Port Captain and no Immigration. It took 10 minutes and was free. Just about all the Port Captain's offices in Mexico are computerized now, so it's a good idea to have your papers in order and follow the rules.

We had so much fun lazing around the pool at Isla Navidad Resort and trying to remember how to surf at Barra, that we spent another day at Isla Navidad Marina. That's what happened to day four.

Day Five. Susie had a friend from California with a waterfront condo at Santiago Bay — just north of Manzanillo — with upstairs and downstairs hot tubs,

pools, satellite dishes, scores of computers, the latest movies, and all that kind of crap. He's been such a good friend to her, we agreed to do a road trip to visit him. The hour-long taxi ride for four came to \$25, which wasn't bad.

It's been years since we anchored in Santiago Bay, and although it's much more developed, it looked as good as ever. After spending the night, we thought we'd taken the taxi to the marina at the Las Hadas Resort, but it turned out we'd taken it to a peak overlooking the resort and marina. It looked great, so we instructed our driver to take us down. Our Spanish must not be very good, because the next thing we knew we were halfway back up to Barra and it was too late to turn back. We aim to make it back to Las Hadas by boat this year — and on to Mazanillo proper, which Mexico vets such as Alan Olson claim is one of the best cities on mainland Mexico.

Day Seven. Where was the time going? We hustled 10 miles back up the coast to Tenacatita Bay, another place we

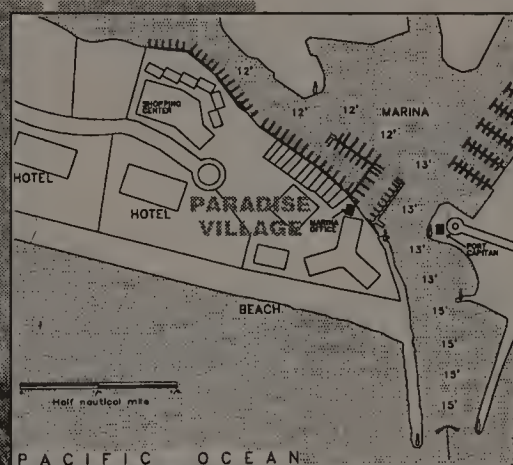
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CRUISING MEXICO'S



LATITUDE/RICHARD

hadn't been in years. What's with the gigantic structure up on Cabeza de Navidad? We slowly motored by the Tamarind Hotel, which has a long pier sticking out into the east side of the bay. There were workers laboring, but we didn't see any sign of guests and assumed the place was shut down. Grumpy that we didn't

McHale's Navy ate here — but Doña de Mallorca, holding the sign, didn't get the chance because the French restaurant was closed that day.

have more time to check it out, we motored over to the main anchorage and dropped the hook for the night. Unlike the Caribbean, it can get a little cool at night along Mexico's Gold Coast. That's not nec-

essarily a bad thing — especially since it warms up so early in the morning.

Day Eight. There are two interesting attractions on the north side of Tenacatita Bay. One is the abandoned set for *McHale's Navy*, one of modern Hollywood's most brilliant achievements, which was supposedly set in French New Caledonia. The primary building left over from the set has been turned into a neat looking French restaurant. We hoped to eat there, but it was closed the afternoon we visited.

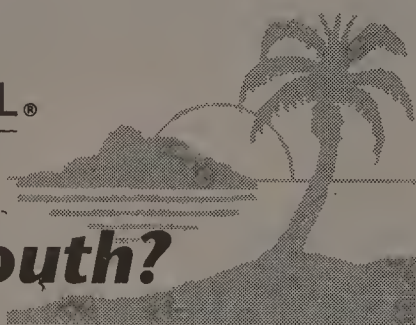
In order to get to the restaurant, you have to enter a little river — but watch out when crossing the bar because it can be shallow. If you continue past the French restaurant, the river narrows to a stream that's almost entirely enclosed in mangroves. This is the so-called jungle ride, and continues for a mile or two before coming to an opening 100 yards from the westernmost cove of Tenacatita Bay. It's a great dinghy trip, and you'll find a number of beachfront restaurants for a



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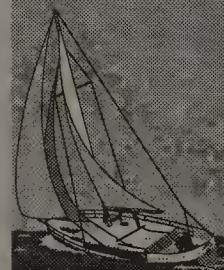
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mid-adventure beer or lunch.

To the east of the French restaurant is a resort that's so bland-looking that we've already forgotten its name. It's one of those places where all the food and drinks are included in the price, so we weren't allowed to drop in for a drink and use the pool — unless we wanted to pay the full day rate, which we didn't. The security folks were friendly — but firm.

It would take an entire article to describe all the mini adventures you can have in and around three by five mile Tenacatita Bay. Hopefully we'll write one early next year. Meanwhile, we'll hope that you're one of those who is lucky enough to be able to spend at least a week there. Unfortunately, we couldn't and had to continue north.

Day Nine. Our last pleasure stop was at Chamela, which is 25 miles north of Tenacatita Bay. There's a number of small uninhabited islands that are fun to climb around, but nothing special, so we continued on to the little town at the north



LATITUDE/RICHARD

John bites into a crispy delicious snapper tail at the beach restaurant in Careyes. He could have paid five times as much in a resort, but it wouldn't have tasted any better.

end of the bay. If you've spent too much time at Mexican resorts, and want the real thing, Chamela is the place for you.

When we dinghied ashore about 4:00 p.m., we watched two unbelievably drunk

Mexican gentlemen insist that a five man mariachi band keep playing songs. The drunks would sing a few lines and then fall down all over themselves. When the unhappy bandmembers began to walk away in disgust, the drunks would somehow manage to stop them, and force more money on them so they'd play some more. After a few lines, they'd fall down again.

As discouraging as this buffoonery was, none of the locals paid attention to any of them. We sat down at a typically primitive waterfront restaurant and ordered some *cervezas* and four red snapper dinners. As we waited, we made friends with a few locals, the dogs and a couple of kids — just like you do in real Mexican villages. When the fish came, it was delicious. The bill for four fish dinners and 12 beers came to \$24, which made us wish they'd open a place up in Sausalito. After dinner, the girls went to a *tienda* to buy a few things. Every kid in the region swarmed around.

Since the weather was settled, we decided to push north that night because Susie, a flight attendant, had to catch a couple of flights so she could work a flight to London. We weren't an hour out of

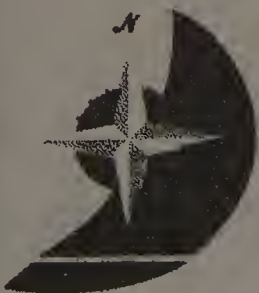
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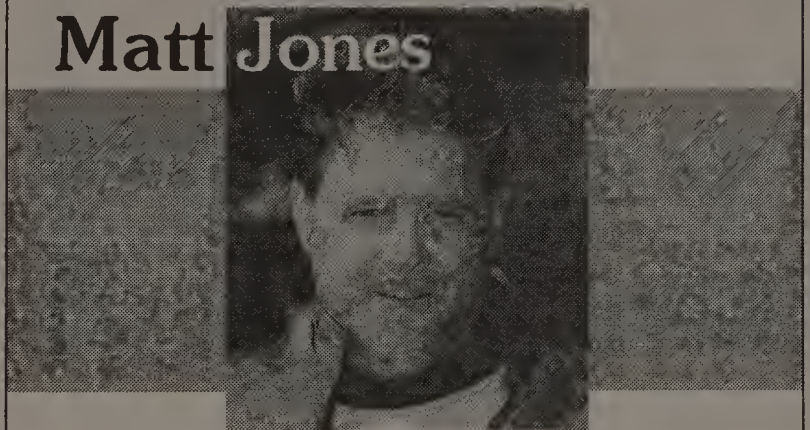
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MEXICO'S GOLD COAST

Chamela, however, when the wind came up and continued to build. Soon we were pounding both hulls so badly that something actually fell off the countertop! It turned out to be a lousy night to go north, and we figured we'd really get hammered when we reached Cabo Corrientes. Ironically, by the time we got there, the wind had died and the seas gone flat. After breakfast on the hook at La Cruz, we sailed back to Paradise Marina so Susie could get to the airport and work.

Day Ten. With a flight out late that afternoon, we motored over to Marina Vallarta in the morning to top off Profligate's tanks. When we went inside the chandlery to pay our bill, we saw what looked like a familiar attractive face and profile at the register. Was this the same Flor who pumped diesel into *Big O* early one morning about five years ago while still dressed in her disco outfit? It sure was, and she was as naturally flirtatious — and even more voluptuous — as ever.



LATITUDE/RICHARD

The lovely Flor has advanced from queen of the fuel dock to the sophisticated and stylish cashier. She can make that register sing!

But don't mess with Flor, because she's taken, and Mexican men are very jealous!

That was our Gold Coast gig. As you can tell, you need at least a couple of weeks to scratch the surface of just half

of it. We hope to hit the southern part this spring.

As we boarded the Alaska Airlines flight for home, there was Mark Miltenberger, whose Ranger 33 had served as the committee boat for Ha-Ha II. What was he doing sitting in first class? Halfway home, Miltenberger visited us back in the economy section. He explained that after the Ha-Ha, he'd come over to Puerto Vallarta and liked it so much that he bought a slip and had left his boat there ever since. For the last four years he's been commuting down an average of once a month, and therefore has gotten to know all the female flight attendants on the route — as well as all the women in Puerto Vallarta — so they regularly bump him to the front of the plane. Milt says he's not a rich guy, but can afford to fly down once a month to enjoy some tropical sailing and have fun with friends. What's more, his berth has turned out to be a great investment.

So beware of Mexico's Gold Coast. If you go down there for a week, you may end up spending the rest of your life there.

— latitude 38

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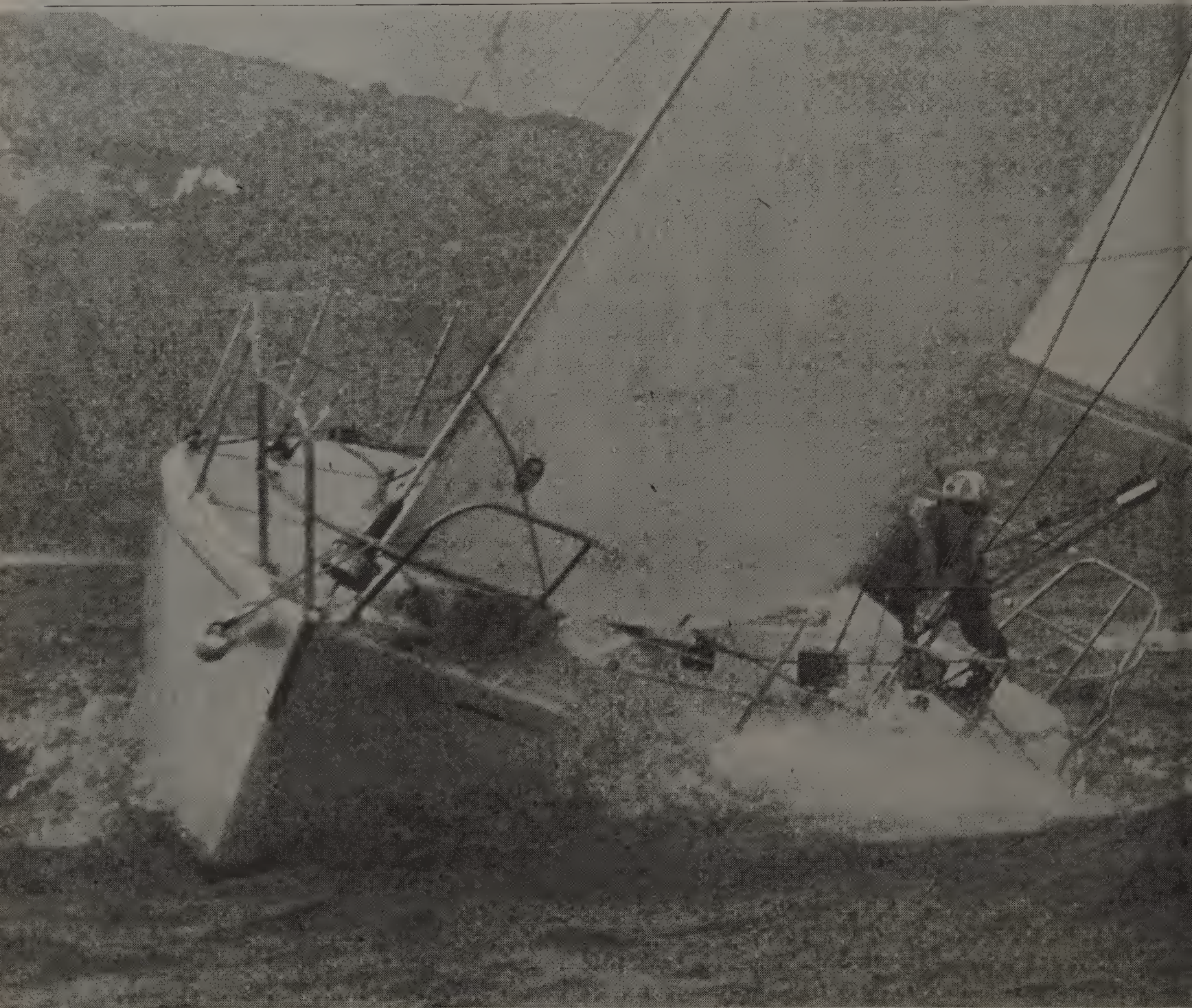
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SEASON CHAMPIONS, PART II —



"You haven't won the race if in winning the race, you have lost the respect of your competitors."

— Paul Elvstrom, four-time Olympic gold medalist

On those eternal words of wisdom from the Great Dane, still widely considered the best sailor of all time, let's meet our second crop of 1999 season winners. This time around, we'll profile 21 people who rose above their peer groups in the most meaningful racing format of all — one design. Each winner spent untold amounts of time and money to earn their 'pickle dishes' (this year, the YRA overall trophies were actually nice embroidered jackets), not to mention getting their mug

shot and a few lines in *Latitude 38*. It would be disrespectful to them — and us, who flirt with a nervous breakdown each year trying to compile all this information — not to at least glance at the following pages.

But before we meet these one design champs, bear with us while we crunch some numbers. According to the YRA office, the One Design Classes Association (ODCA) signed up 135 boats in 15 classes last summer, with 99 boats qualifying (i.e., sailing in at least half the races). That's down 18% from 1998, when 165 boats entered, and 117 qualified in 18 classes. "We continue to do the best job we can of offering good courses, reasonable race management and flexible schedules," noted ODCA president (and hot J/105

racer) Pat Benedict. "We're puzzled why the numbers have dropped off, but it appears to be an across-the-board trend in all the associations this year."

The six 'renegade' classes — 11:Metres, Express 27s, Etchells, Melges 24s, J/24s, Moore 24s — all seem to be doing fine, however. These hotter one designs continue to have the clout to run their own agendas outside the womb of ODCA, and each seems to be faring better than the average ODCA class. Not that there aren't some bright spots in ODCA — the J/105 fleet is an amazing success story, now up to 25 entries and showing no signs of slowing down. At the other end of the financial scale, the venerable Santana 22s still offer budget one design racing, this year attracting a 16-boat fleet. And ironi-



The ubiquitous J/105s, seen above at the Big Boat Series. Like the credit card commercial says, "They're everywhere you want to be."

cally, one of the hotter enclaves of ODCA racing isn't even one design — it's the 11 boat 198-rater fleet, which pits five different vintage designs against each other under PHRF.

More fun with numbers: The 21 class winners in the following pages sailed for 11 different yacht clubs, with Richmond YC the most represented (six winning programs), followed by St. Francis (three), and Corinthian, Berkeley and San Francisco, each with two. Of the 15 ODCA classes, four are now 'on probation' for fielding less than the requisite five qualifiers — the newly-formed Ariel/Islander Bahama 24/Columbia Challenger level-

rater experiment will have a year to regroup or disappear into HDA, as will the Islander 36s, J/29s and Tritons. Three other classes — Catalina 30s, Hawkfarms, Santana 35s — are living dangerously, having qualified the bare minimum of five boats.

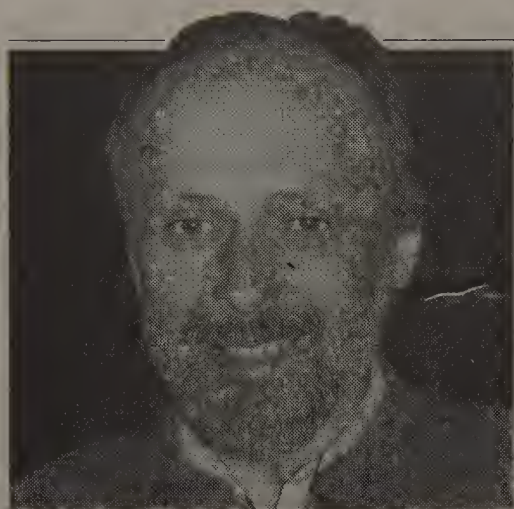
Eight of the class winners should look vaguely familiar, as they are 'repeat customers' from last year. Express 27 winner Will Paxton was the youngest winner at 23 years old (we didn't dare mention the oldest), J/24 winner Julie Wiard was the only woman skipper this year (though lots of wives sailed with their husbands), and Triton winner Ely Gilliam has appeared in this column the most times, now up to five season titles.

If anyone cares to learn more about ODCA, call Lynda at the YRA office, (415) 771-9500, or Pat Benedict at (925) 837-0780. Another way to check out the stronger classes is through their websites, most of which are linked to www.yra.org. The following classes have sites: Catalina 30, Etchells, Express 27, 11:Metre, J/24, J/105, Melges 24, Moore 24, Olson 25 and Olson 30. The fun starts all over again beginning with the Vallejo Race on May 6-7, so it's not too early to start thinking about winning strategies for next season.

But first, one last look at the '99 one design season winners. Congratulations all around!

— latitude/rkm

SEASON CHAMPIONS, PART II —



'ABC' Class — Gunga Din
Jan Grygier, Cal SC

CREW: Wife Patti Boucher, Eric Michel, Mark Rousseau, Leah Reveliotty.

COMMENTS: Grygier and his Columbia Challenger crew won for the third time in four years. He swears it had nothing to do with his hydrologic background. This year, they sailed with IB-24s and Ariels — but the turnout was still slim.

QUOTE: "Sailing the DeWitt Dinghies in the C-of-C was a blast!"

2) **Runaground Sue**, J. Van Blarigan, CSC; 3) **Murphy's Law**, B. Murphy, CSC. (6 ent.; 3 qualified)



Cal 29 — Serendipity
Tom Bruce, RYC

CREW: Rich Bruce, Ed Bratt, Mark Stanley, Craig Pendergraft, William Nadel, Eric Ruston, Jeff Saunders.

COMMENTS: Bruce, an East Bay physician, won for the third year in a row.

QUOTE: "The Cal 29 fleet is alive and well with some new competitive boats on the starting line. We'll have to be on our toes next year — or get knocked off by one of the newcomers!"

2) **Champagne**, Charles Barthrop, CSC; 3) **Blue-jacket**, Bill O'Connor, SBYC. (7 entered; 7 qualified)



Catalina 30 — Eurydice
Ken & Robin O'Donnell, BYC

CREW: Alan and Christine Jackson, Derek Weeks, Ron Aquilina, Kent Deutreu, B.G. Thomas, Jeff Begley.

COMMENTS: Ken, an air traffic controller, credits his racing success to the "wealth of knowledge" he's gained through Berkeley YC and their Friday night races. This was Ken's first season title.

QUOTE: "Fast sails, a cohesive crew and a good tactician made this happen."

2) **Trey Shay**, John Jacobs, IYC; 3) **Friday's Eagle**, Mark Hecht, SBYC. (6 entered; 5 qualified)



11:Metre — Red Bull
Wells (left)/Sporl, StFYC

CREW: Owner Ed Sporl, driver Tim Wells, Mike Vare, Theresa Newman, Jason McCormick, Bruce Remail, Tim Duffy, Will I'Ason.

COMMENTS: The duo, who work together as money managers, won for the third time. *Red Bull* also finished fourth at the '99 Worlds in Stockholm.

QUOTE: "Things are looking up for our fleet. Come to one of our open houses!"

2) **Piper Jaffray**, Mike Ratiani, StFYC; 3) **Team Smint**, James Glockner, StFYC. (11 entered; 8 qual.)



Etchells — I Love My Wife
Craig Healy, SFYC

CREW: Dave Gruver, Jim Barton, Keith Stahnke, Nick Gibbens, Eric Baumhoff.

COMMENTS: Healy, who gets our vote for 'best amateur sailor on the Bay', won for the fourth time. A dentist, Healy also crews for Jeff Madrigali in his Olympic Soling campaign. If time allows, Healy hopes to compete in the Etchells Worlds in San Diego next August.

QUOTE: "We love our wives!"

2) **Mr. Natural**, Bill Barton, SFYC; 3) **Ice 3**, John Jansheski, SFYC. (23 boats sailed at least once)



Express 27 — Motorcycle Irene
Paxton (above)/Lambiotte, RYC

CREW: Pete Rowland, Mike Schaumburg, John Donovan, Anna Chaffin, Chris Nash, Whitney Gilmour, John Stewart, Andy McCormick and many others.

COMMENTS: Will Paxton, the Quantum Sails production manager, and partner Jay Lambiotte, future dot.com millionaire, won the Nationals, the NOOD and their first YRA title.

QUOTE: "Thanks to our great team!"

2) **Baffett**, Baffico/Baskett, StFYC; 3) **Peaches**, Rivlin/Baldwin, StFYC. (13 active boats)



Express 37 — Eclipse
Mark Dowdy (center), RYC

CREW: Bill Melbostad (above left), Craig Page (right), Dan & Crit Dowler, Rhim Fleishman, Brian Moore, Mike Brilliant, Ruth Suzuki, Bill Updike, Lynne Dowdy.

COMMENTS: Dowdy, a business executive, won for the first time. He, Melbo, Page and Moore also campaign the Soverel 33 *Navigator* and the Express 27 *Sonita*.

QUOTE: "Great boat, great crew!"

2) **Re-Quest**, Glenn Isaacson, SFYC; 3) **Spin-drift V**, The Wrights, RYC. (7 entered; 6 qualified)



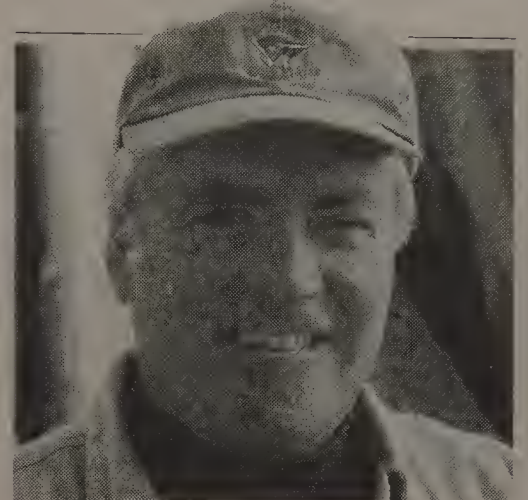
Hawkfarm — Predator
Seifers (left) & Wheeler, RYC

CREW: Les Durfee, Sean Young, Chris Evenoff, Dave Albright, Rowan Fennell.

COMMENTS: Co-owners Vaughn Seifers (helmsman) and Jim Wheeler, who both claim to be rocket scientists, won for the third time in a row. The duo also won the Little Lipton Cup, and Vaughn dominated the Champion of Champions.

QUOTE: "This much fun for the bucks should be illegal!"

2) **El Gavilan**, Jocelyn Nash, RYC; 3) **Eyrie**, Tom Condy, SCYC. (6 entered; 5 qualified)



Islander 36 — Absolute
Steve Schneider, CYC

CREW: Darrell Snell, Frank Hyde, David Israel, Mike Sousa, John Dodge, Jim Bitter, Jim Snow, Dan Maquire.

COMMENTS: Schneider, CEO of a filter manufacturing company, finished with all bullets again, winning for the third straight year.

QUOTE: "As my father always told me, if you start first you only need to sail as fast as the rest of the fleet to win!"

2) **Pilot**, Jim Robinson, SFYC; 3) **Tenacious**, Milligan/Terzian, SYC. (6 entered; 3 qualified)



J/24 — Nixon Was Cool
Julie Wiard, StFYC

CREW: Doug Nugent (driver), Nadine Franczyk, Bill Elliot, Ryan Hodgkin.

COMMENTS: Wiard, a sales trainer for a local software company, bought *Nixon* in '97 after crewing on other J/24s. Her next goal is to qualify her team for the 2000 Worlds in Newport, RI.

QUOTE: "Our class is rebuilding after the '98 Worlds here. I look forward to seeing new faces on the water next year."

2) **Downtown Uproar**, W. Clough, EYC; 3) **Air**, S. Gregory/ R. McLaughlin, StFYC. (23 active boats)



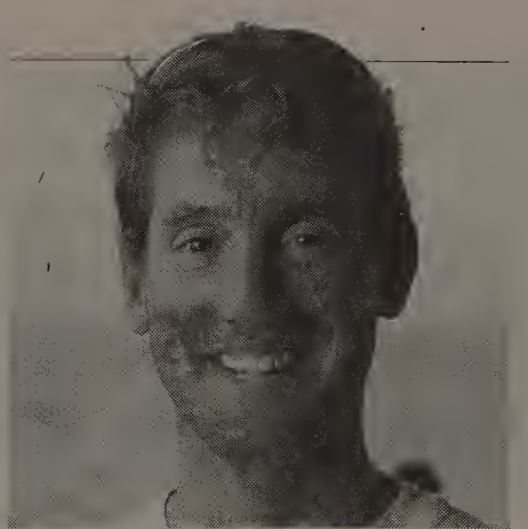
J/29 — 5150
Hans Bigall, Tiburon YC

CREW: Mike Andersen, Josh Stultz, Meserve Platt, Mac Eysenbach, Brendan Couvreaux, Rusty Canada, Ron Tostenen, Lon Woodrum.

COMMENTS: Bigall, a sales manager, and the former *Farmers* dominated this class for the second year in a row.

QUOTE: "Crew work prevailed — these guys are the best! We'll be back next year, going for the hat trick."

2) **Wave Dancer**, Richard Leevey, CalSC; 3) **Aqua Boogie**, The Hollands, CalSC. (8 entered; 4 qual.)



J/105 — Sails Call
Ian Charles, StFYC

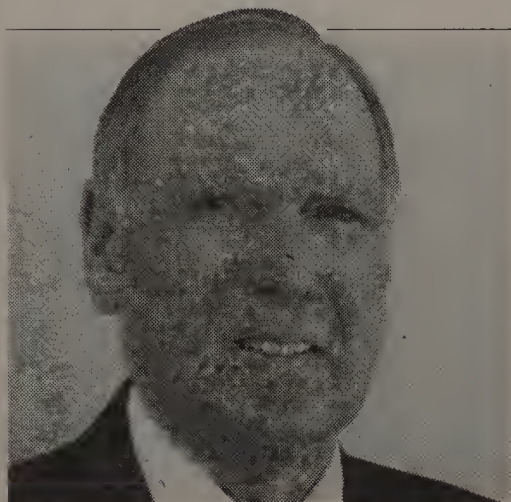
CREW: Dan Brosseau, Steve Marsh, Rob Moore, Larry 'Half Knot' Swift.

COMMENTS: Between his job as an advertising executive, sailing, night school and getting married, Charles had a busy summer! *Sails Call* won J/Fest, NOOD and was second in the BBS with 22-25 boats on the starting line. The J/105 class continues to expand at an alarming rate.

QUOTE: "Who's your daddy?"

2) **Juxtapose**, Thayer/Watts, StFYC; 3) **Wallop-ing Swede**, Tom Kassberg, SBYC. (25 ent; 18 qual.)

SEASON CHAMPIONS, PART II —



**198 Raters — *MyToy*
Dave Adams, Presidio YC**

CREW: Ward Burns, Jim Breitlow, Ben Casteneda, Roger Anderson, John Harrison, Tom Deuel, Gary Liggett.

COMMENTS: Adams, a retired Army officer/civil engineer, and his Ranger 26 crew beat the Catalina 27 *Freyja* on a tie-breaker (5 wins to 4). This class also includes I-28s, T-birds and Cal 2-27s.

QUOTE: "Barbara's lunches kept the crew coming back, which was the key."

2) *Freyja*, Cat. 27, Nelson/Van Kirk, RYC; 3) *Challenge*, Isl. 28, Peter Schoen, SYC. (11 ent.; 7 qual.)



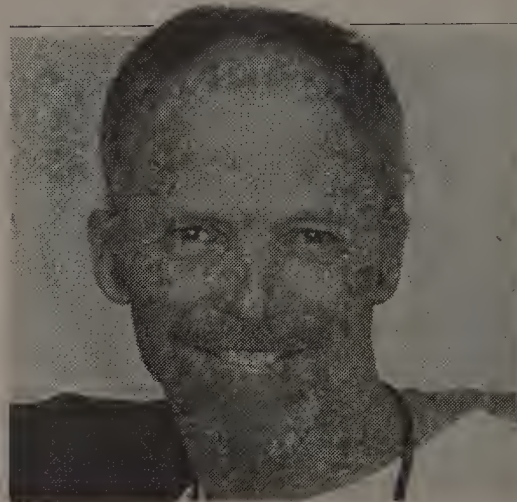
**Melges 24 — *Tropical Storm*
Doug & Kerry Forster, SFYC**

CREW: John Gutenkunst, Janie Mikalunus, Tom Wadbrook.

COMMENTS: Doug (a VP with the Gap) and Kerry (retired sales, mom of two) met 19 years ago on the collegiate racing circuit. This was their first Melges season title.

QUOTE: "Our success was due to a consistent dedicated team that, above all, knew how to have fun!"

2) *Agent 99*, D. Dimitrelis, StFYC; 3) *Sea Monster*, John Oldham, StFYC. (25 local boats; 9 active)



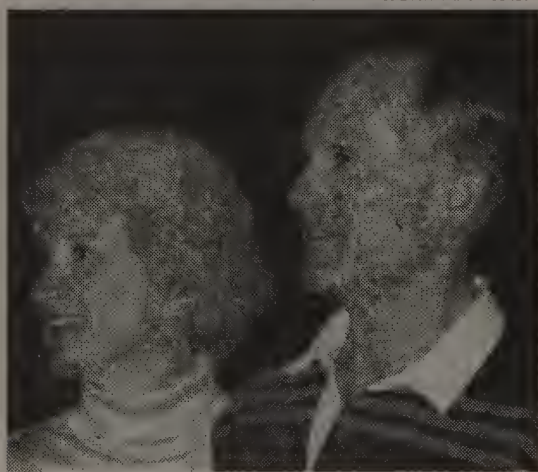
**Moore 24 — *Mooregasm*
Niles/Josselyn (above), SCYC**

CREW: Chris Watts (primary driver), Mario Golsch, Matthew Coale.

COMMENTS: Longtime partners Dave Josselyn, a carpenter, and Hank Niles, an attorney, beat rival *Mercedes* in the eighth and final event to claim their first Roadmaster Series. They also won the Nationals, the NOOD, the Spring Keel and a bunch of other stuff this summer.

QUOTE: "*Mooregasm* rules the waves!"

2) *Mercedes*, Joel Verutti, SCYC; 3) *Gruntled*, Simon Winer, NoYC. (46 ent; average of 15)



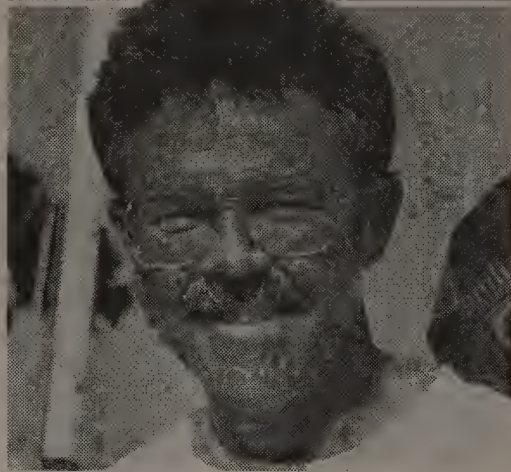
**Newport 30 — *Hot Chocolate*
Don & Mary Lou Oliver, BYC**

CREW: Karl Aube, Dave Difalco, Tom Silva, Chris Silby, Darren Rees.

COMMENTS: Don, a physicist, and Mary Lou, a retired politician, began racing back in Michigan in M-Scows. The San Ramon couple has competed on San Francisco Bay in SYRA and ODCA for 26 years now!

QUOTE: "It only took the crew 19 years to get their two skippers up to this level!"

2) *Mariner*, Bruce Darby, SFYC; 3) *Ruckus*, P. Von Wiedenfield, RYC (9 entered; 7 qualified)



**Olson 25 — *Baleineau*
Charlie Brochard, CYC**

CREW: Robert Hurliman, Jeff Nelson, Pablo Rodriguez, Suzanne Walsh.

COMMENTS: Brochard, a QA Director for a biotech firm, won for the first time. The former Santana 22 sailor also won the Nationals (NOOD) this summer.

QUOTE: "Our success was due to having the right chemistry and the same crew all season. More boats will be out next year, and it will be difficult to repeat."

2) *Three Ring Circus*, Dave McMurtry, RYC; 3) *Synchronicity*, Johnson/Smith, SJSC. (9 ent.; 7 qual.)



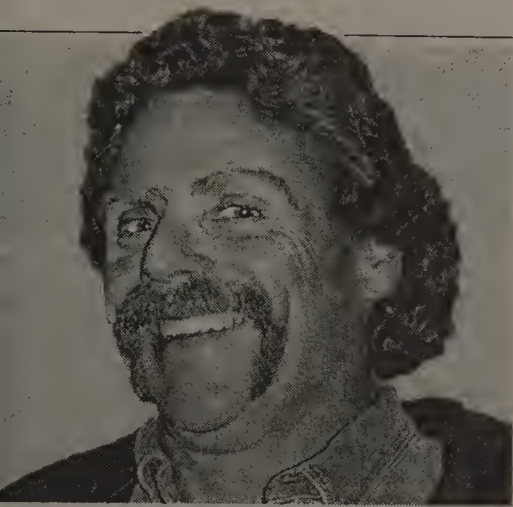
**Olson 30 — *Hoot*
Andy & Annette Macfie, RYC**

CREW: Glen Davis, Joakim Johnson, Dominic Gamache, Ruben Becker, Geoff Martin and "a cast of others."

COMMENTS: Andy, a vintage aircraft mechanic, and Annette, a hairstylist, have sailed *Hoot* for almost 10 years. O-30s are a bargain, a real 'big bang for the buck'.

QUOTE: "Put 7 monkeys in a room with sheets and a tiller for long enough, and eventually they will win the season!"

2) *Run Wild*, Dale Irving, StFYC; 3) *Neuro-mancer*, Dean Daniels, SBYC. (9 entered; 7 qual.)



Santana 22 — Soliton
Mark Lowry, RYC

CREW: Jim Bonlie, Brad Clerk, Richard Janek, Alistair Moir, Ted Strand, Henry Garrett, and wife Deb Lowry.

COMMENTS: Lowry, a photonics researcher at the 'Bomb Lab', won for the third time. He's raced Tuna 22s since '83.

QUOTE: "If you do something long enough, you eventually figure it out. . . Hey, Mikey, we dare you and your buddies to come out and play next season!"

2) Jack Be Quick, Watson/Rasco, EYC; 3) Hazam, Bud Sandkulla, SSS. (16 ent.; 12 qualified)



Santana 35 — Bluefin
Mark Sloane, EYC

CREW: Suzanne Sloane (wife), Mike and Connie Rettie, Sue Routh, Mike Buchanan, Tony Schaefer, David Haliday, and Les Raos.

COMMENTS: Sloane, who sells storage devices for mainframes, also won the 11-boat Nationals.

QUOTE: "Thanks to the other boats for making it really exciting and fun. Every race, we went toe-to-toe with *Ice Nine*."

2) Ice Nine, Brendan Busch, StFYC; 3) Spirit of Bombay, M. Whalen, GGYC. (5 entered; 5 qualified)



Triton — Bolero
Ely Gilliam, BVBC

CREW: Jason Scott, Adolfo Martinez, Judy Yamaguchi, Abigail Baxley, Greg Lewis, Joe Spronz, Doug White, Graham White, Chris Barbe.

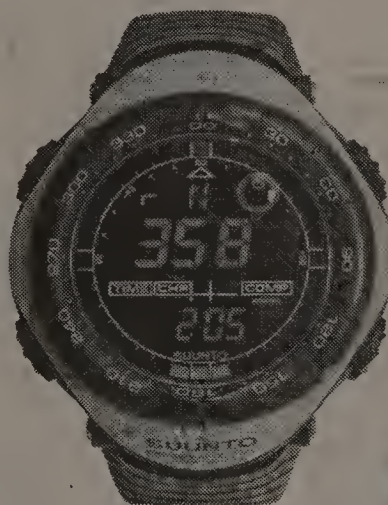
COMMENTS: Gilliam, a general contractor, won for the fifth time. The Triton Nationals are here next September.

QUOTE: "Secret tactical weapons and multiple vortex generators make *Bolero* and her crew invincible."

2) Sleepyhead, Jim Kuykendall, VYC; 3) Captain Hooke, T. & D. Newton, VYC. (5 ent.; 3 qual.)

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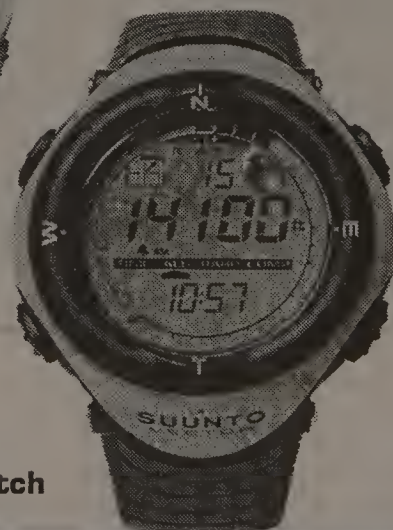


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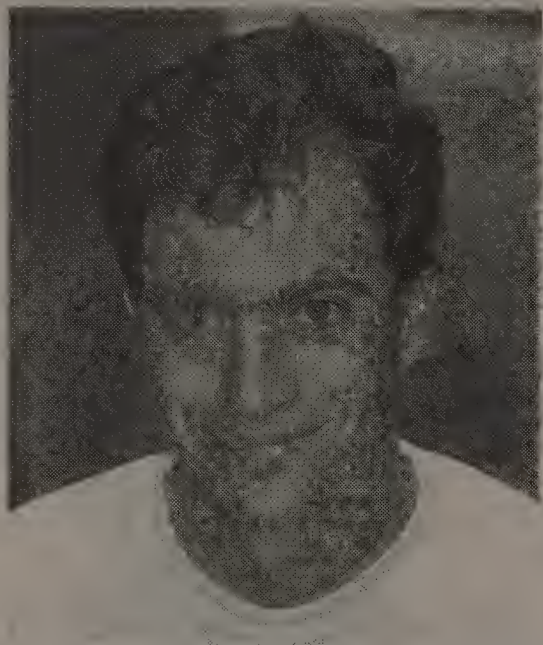
THE RACING

The 'real' racing is over for awhile, the holidays are upon us, and this column is accordingly a bit light this month. Still, we managed to put together reports on **six midwinter races**, results of the mellow **Vallejo 1-2** and two **Halloween regattas**, a look at the winners of the first **Olympic Trials**, a bonus picture essay of last September's **Big Boat Series** and the usual random bits of information and gossip at the end we dignify with the title '**race notes**'.

Two Halloween Regattas

Virtually the entire *Latitude* staff fled town on October 30-31, all opting for trick-or-treating in warmer climes. The downside of this collective exodus was that no one was left behind to participate in and/or cover either of the Bay Area's traditional Halloween regattas.

We're told that Richmond YC's Great Pumpkin Regatta and Tiburon YC's concurrent Red Rock Regatta were both nice events — good weather, good energy, good clean fun. As always, the Pumpkin was the bigger of the two, attracting over 100 boats in 12 one design classes. Attendance was down at the low-key Red Rock Regatta, probably because people knew there was no clubhouse to party in after-



LATITUDE/ROB

Hat-trick! Andy Hamilton, skipper of the Wylie Wabbit 'Harry Angstrom'... First the Big Daddy, then the Ditch Run, now the Great Pumpkin!

wards.

We won't bore you with the gory details of each regatta, mainly because we don't know any. The important part — the list of top finishers — follows.

GREAT PUMPKIN (RYC: Oct. 30-31; 3 races):

EXPRESS 37 — 1) **Elan**, Bill Riess, 7 points; 2) **Spindrift V**, Lynn & Larry Wright, 7; 3) **Expeditious**, Bartz Schneider, 7. (5 boats)

J/35 — 1) **Kiri**, Bob George, 5 points; 2) **Jarlen**, Bob Bloom, 5. (4 boats)

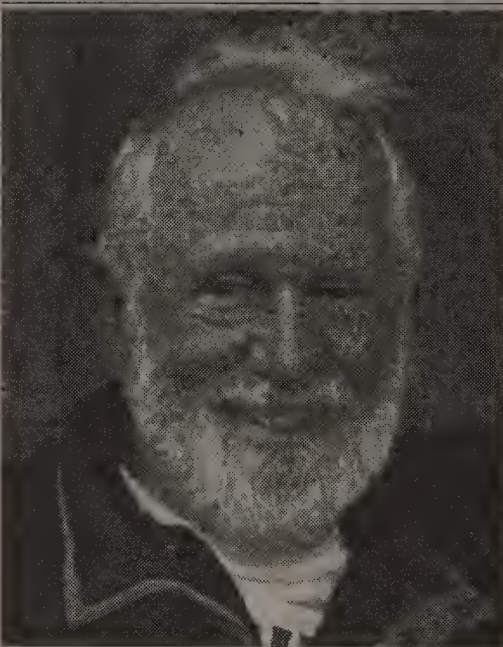
J/105 — 1) **Sabertooth**, Mike & Laura Eagan, 5 points; 2) **Juxtapose**, Watts/Thayer, 6. (4 boats)

99-RATERS — 1) **Ozone**, Olson 34, Carl Bauer, 6 points; 2) **Rascal**, Wilderness 30, Pat Brown, 8; 3) **Two Scoops**, Express 34, Goodwin/Longaker, 9. (7 boats)

OLSON 30 — 1) **Run Wild**, Dale Irving, 4 points; 2) **Family Hour**, Mike Bilafer, 5. (5 boats)

ANTRIM 27 — 1) **Arch Angel**, Bryce Griffith, 5 points; 2) **Abracadabra II**, Dennis Surtees, 8; 3) **Always Friday**, John Liebenberg, 9; 4) **Czechmate**, Mark Hlubecek, 12. (8 boats)

EXPRESS 27 — 1) **Baffett**, Baskett/Baffico, 8 points; 2) **Shenanigans**, Nick Gibbens, 9; 3) **Motorcycle Irene**, Will Paxton, 18; 4) **New Moon**, Schumacher/Franklin, 21; 5) **Swamp Donkey**, Scott Sellers, 23; 6) **Bobs**, Mike Hearn, 29; 7) **Great White**, Stan Clark, 29; 8) **Graeagle**, George Koch, 30; 9)



LATITUDE/ROB

Sam Hock ('Jose Cuervo') seems to win all the Sausalito YC races, including their recent mid-winter opener.

Peaches, Rivlin/Baldwin, 31; 10) **Mirage**, Terry Cobb, 34. (23 boats)

OLSON 25 — 1) **Barking Dog**, Jeffrey Kroeber,

4 points; 2) **Three Ring Circus**, Dave McMurtry, 7. (4 boats)

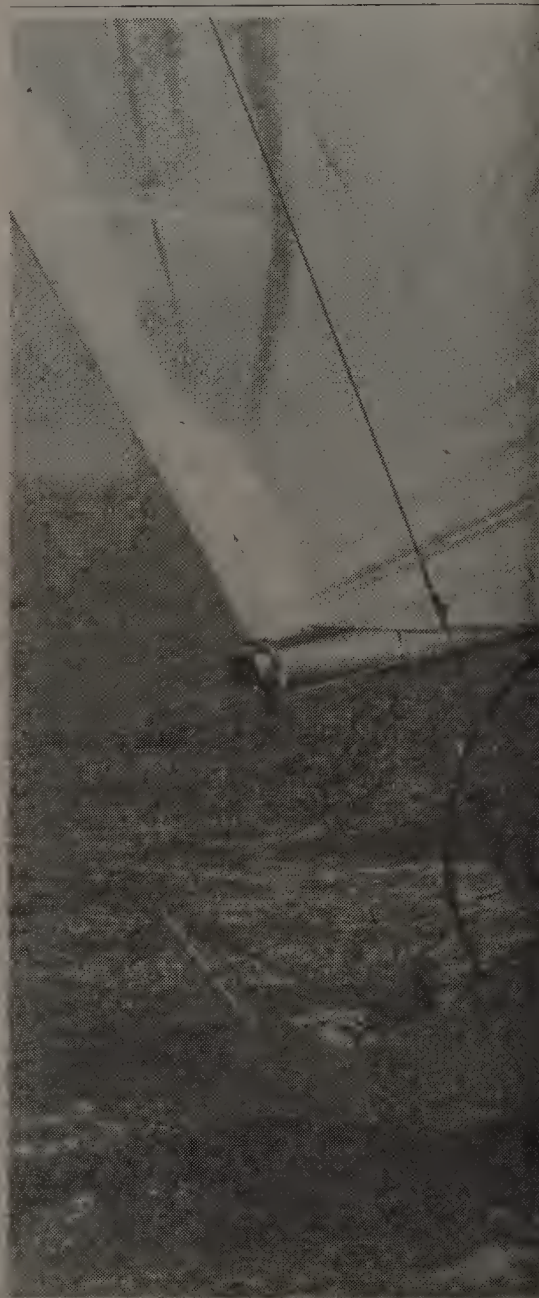
MELGES 24 — 1) **Twist & Shout**, Jessica Lord, 4 points; 2) **Sabotage**, Thorpe/Becker, 6. (4 boats)

MOORE 24 — 1) **Free Fall**, Fred Cox, 8 points; 2) **Brio**, Glenn Hansen, 9; 3) **Minnow**, Dan Nitake, 10; 4) **Moorgasm**, Josselyn/Niles/Watts, 13; 5) **#71**, Bren Meyer, 15; 6) **Ngellew Fejj**, Shana Rosenfeld, 22; 7) **Gruntded**, Winer/Jones, 22; 8) **Wet Spot**, Michael O'Callaghan, 24; 9) **Unamas**, Larry Peterson, 24; 10) **Mercedes**, Joel Verutti, 24. (20 boats)

J/22 — 1) **Tinseltown Rebel**, Cam Lewis, 3 points; 2) **Talisman Banana**, Gary Albright, 7. (5 boats)

SANTANA 22 — 1) **Soliton**, Mark Lowry, 3 points; 2) **Dominatrix**, Heidi Schmidt, 9; 3) **Tara**, Jim Samuels, 11; 4) **Carlos**, RB Ward, 12. (9 boats)

PURSUIT RACE — 1) **Harry Angstrom**, Wabbit, Andy Hamilton; 2) **Peregrine**, Farr 40, David Thomson; 3) **JackRabbit**, N/M 39, Dave Liggett; 4) **Mercedes**, Moore 24, Joel Verutti; 5) **Sundowner**, SC 50 mod., Anna Stockel; 6) **Bullseye**, N/M 49, Bob Garvie; 7) **Half Off**, Moore 24, Carlton/Hall; 8) **Run Wild**, Olson 30, Dale Irving; 9) **SUV**, Melges 24, David





LATITUDE/ROB

The Farr 40 'Peregrine' chases sistership 'Blue Chip' into the weather mark at SFYC's Pre-Holiday Regatta. Turn the page for more pictures.

Wadbrook; 10) #71, Moore 24, Bren Meyer. (115 boats)

RED ROCK REGATTA (Tiburon YC; Oct. 31):

SPINNAKER — 1) **Joyride**, J/105, Bill & Susan Hoehler; 2) **China Cloud**, J/40, Brite/Wilson; 3) **Moonshadow**, Wylie 31, The Behrens. (8 boats)

NON-SPINNAKER — 1) **Hoku'lele**, J/105, Brian McInerney & Amy Grossman; 2) **Shenanigan**, Islander 36, Mike & Carolyn Fitz-Gerald; 3) **Wind Dance**, Cal 2-27, Ann Watson. (11 boats)

Sausalito YC Midwinters

The first Sausalito YC midwinter was held on the blustery, choppy day of November 7 — the day winter arrived in the Bay Area. Two dozen boats, most of them sailing under SYC burgees, braved the elements for a quick scoot around the Hard/Knox course. Southerly winds of

18-20 knots propelled the small fleet around the triangular course quickly, and all boats were safely back in their berths when torrential rains rolled through in the late afternoon.

DIV. I (big spinnaker) — 1) **Jose Cuervo**, J/105, Sam Hock; 2) **Adrenaline Rush**, 11:Metre, Mark Varnes; 3) **Power Play**, J/29, Gordon Smith. (7 boats)

DIV. II (little spinnaker) — 1) **Chorus**, Kettenburg 38, Peter English; 2) **Challenge**, Islander 28, Peter Schoen. (5 boats)

DIV. III (big non-spinnaker) — 1) **Basic Instinct**, Elliot 1050, Jan Borjeson; 2) **Bacarat**, Peterson 34, Dave Reed; 3) **Amanda**, Newport 30 Mk. II, Pat Broderick. (7 boats)

DIV. IV (little non-spinnaker) — 1) **Tackful**, Santana 22, Frank Lawler; 2) **Nordlys**, Knarr, Joel Kudler. (5 boats)

Golden Gate YC Midwinters

"It was your typical midwinter race — a bit of everything," said Jeff Zarwell, perennial race chairman for the Golden Gate

YC Midwinters. About 60 boats competed in GGYC's first race on Saturday, November 6, and they were treated to the full gamut of weather conditions.

After the inevitable postponement, the first four classes started crawling towards Blossom Rock, beating upwind against the ebb in a 6-knot easterly. Some of the big boats actually short-tacked inside the breakwater between Aquatic Park and Pier 39 (legal in this series, as opposed to YRA), while other boats anchored off the Cityfront to wait for a change in conditions.

While the frontrunners were busy going nowhere, confusion reigned back at the starting line. "We postponed again after the first four starts," explained Zarwell. "Unfortunately, some of the previous starters who never made it across the starting line the first time, for some reason thought this postponement applied to them. As we got back into sequence, many of the boats were asking which start was next — but obviously we couldn't tell them. They finally figured it out when Knarr #132 was called over early."

The order of finish in each class was essentially decided as the boats ghosted around Blossom Rock, as from there the ebb rushed them downstream into a building westerly. With winds up to 20 knots, the fleet switched to smaller headsails for the beat to Harding and Blackaller, and then flew kites for the quick run back to the finish.

Finish times were fairly spread out due to the 180° windshift and the 4.1-knot ebb — witness *Orion's* 9-minute horizon job in the competitive J/105 fleet, and *El Raton's* 21-minute margin in PHRF-III. Lots of boats DNFed in the slow going, and a few Bears that meant to race were flushed to the Golden Gate before getting a chance to start.

PHRF I (to 64) — 1) **Wasabi**, Farr ILC 46, Dale Williams/Scott Easom; 2) **Swiftsure II**, Schumacher 54, Sy Kleinman; 3) **Bullseye**, N/M 50, Bob Garvie; 4) **JackRabbit**, N/M 39, The Liggetts; 5) **Sceptre**, J/130, Bob Musor. (10 boats)

PHRF II (65-99) — 1) **Navigator**, Soverel 33, The Melbostads; 2) **Expeditious**, Express 37, Bartz Schneider; 3) **Tigger**, J/33, unknown; 4) **Elan**, Express 37, Bill Riess; 5) **Re-Quest**, Express 37, Glenn Isaacson. (10 boats)

J/105 — 1) **Orion**, Gary Kneeland; 2) **20/20**, Phil Gardner; 3) **Irrational Again**, Jaren Leet; 4) **Jose Cuervo**, Sam Hock; 5) **Juxtapose**, Thayer/Watts; 6) **Ultimatum**, Vince & Joyce DiLorenzo. (12 boats)

PHRF III (100-152) — 1) **El Raton**, Express 27, Ray Lotto; 2) **Uno**, WylieCat 30, Steve Wanner; 3) **Red Sky**, Olson 34, Brian Boschma; 4) **Scotch Mist**,



Cal 39, Ray Minnehan. (4 boats)

PHRF IV (153-197) — 1) **Tiger Beetle**, Newport 33, Arjan Bok; 2) **Jam Jam**, J/24, Neal Ruxton; 3) **Grenadier**, Contessa 32, Paul Osborn; 4) **Xarifa**, IOD, Paul Manning; 5) **Zarpa**, Newport 30, George Gurrola. (10 boats)

PHRF V (198-up) — 1) **Dulcenea**, Coronado 27, John Slivka; 2) **Summertime Blues**, Santana 22, Tim McGowan; 3) **Santa Maria**, Santana 22, Chris Giovacchini; 4) **Bosporus**, Coronado 27, unknown.

(8 boats)

KNARR — 1) **Lord Nelson**, John Jenkins. (2 boats)

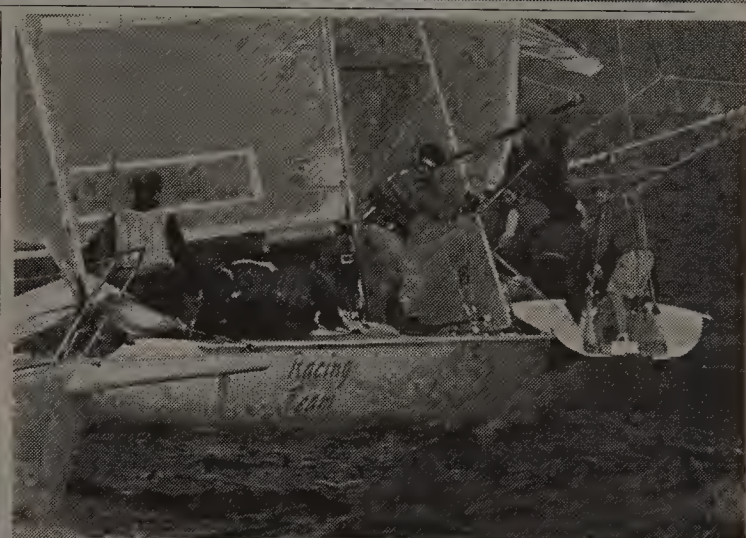
FOLKBOAT — 1) **Polperro**, Peter Jeal; 2) **Freja**, Ed Welch. (3 boats)

BEAR — No starters.

SFYC Pre-Holiday Regatta

Where was everyone? Only 19 boats sailed in San Francisco YC's newest in-

carnation of their midwinters, the so-called Pre-Holiday Regatta on November 13-14. Hopes were high that the new downsized format (four races over two days, no December dates) would attract a large fleet, but it wasn't to be. In fact, last year's SFYC midwinters saw 35 boats sailing the first weekend, so if anything the series took another step backwards.



Scenes from the SFYC Pre-Holiday Regatta (clockwise from upper left) — 'Acey Deucy' sails into the Farr foursome; riding the rail on 'Blue Chip' and 'Peregrine'; grinding upwind on a PHRF Star (a true oxymoron!); minor traffic at the weather mark; 'Sabertooth' prepares to ram 'Ozone'; bow action on 'Cha Ching' (note the cool sail number), and 'China Cloud' on the breeze. All photos latitude/rob.

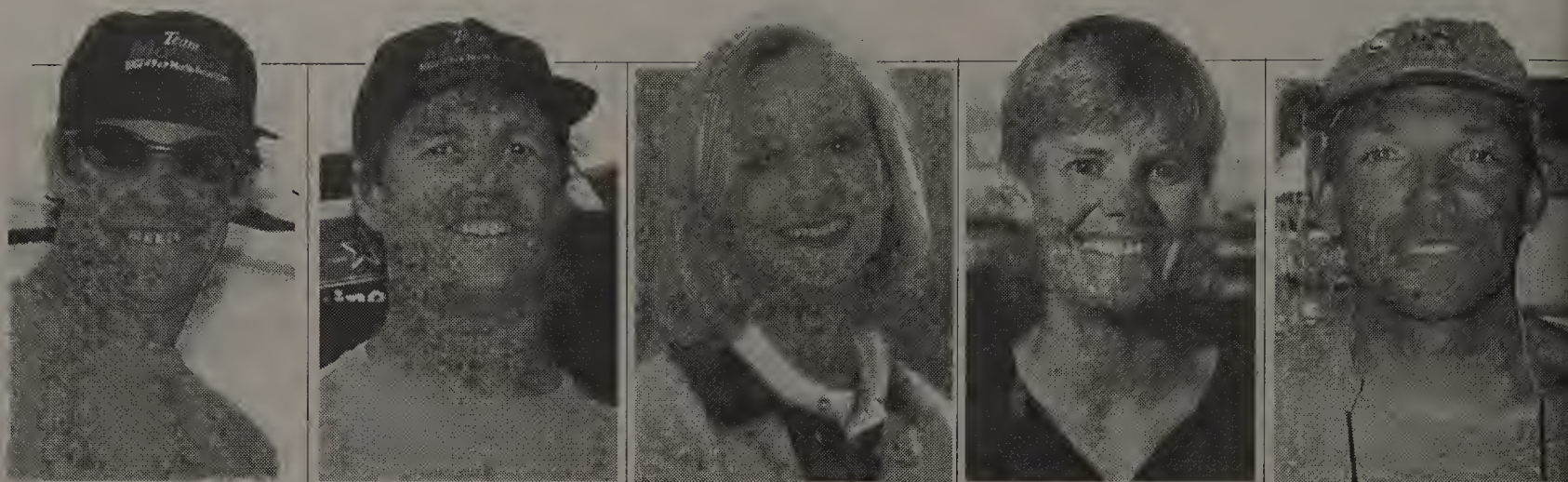
"Next year, we won't try to compete with the Berkeley Midwinters," claimed SFYC race official Anne McCormack. "We'll run the regatta the weekend before Thanksgiving, and hope for a better showing."

At least the 19 boats that sailed in the Pre-Holiday Regatta were rewarded with good weather and decent race management. Winds were light to moderate, and the courses were all double windward/

leewards using inflatables set in the Southampton area.

Commanding center stage at the tiny regatta were the four Farr 40s, all of which were crisply sailed. David Thomson and his *Peregrine* crew, which included tactician Jeff Madrigali, topped the talented foursome with a 1,2,1,1 record. Look for the Farr 40s to start running in a pack

THE RACING



Bound for Sydney (from left) — Jonathan McKee (49er), Charlie McKee (49er crew), JJ Isler (470), Pease Glaser (470 crew), Paul Foerster (470). . .

soon — our local contingent is planning to head *en masse* to Southern California in the early summer for the Volvo Inshore Championship. They will return, along with their SoCal counterparts, in time to sail SFYC's Summer Keelboat Series, the Quick Boat Series and the Big Boat Series.

FARR 40 — 1) **Peregrine**, David Thomson, 5 points; 2) **Shadow**, Peter Stoneberg, 11; 3) **Blue Chip**, Walt Logan, 12; 4) **Endurance**, Mike Condon, 12. (4 boats)

PHRF-A (98 and under) — 1) **Cha-Ching**, BH-41, Scooter Simmons, 6 points; 2) **Blackhawk**, J/105, Dean Dietrich, 13; 3) **Raven**, N/M 39, Mark Thomas, 13; 4) **China Cloud**, J/40, Brite/Wilson, 18; 5) **Adrenaline Rush**, 11:Metre, Dinkel/Varnes, 19. (9 boats)

PHRF-B (99 and up) — 1) **Trigger Happy**, Star, Trygve Liljestrand, 6 points; 2) **Ozone**, Olson 34, Carl Bauer, 8; 3) **Razzberries**, Olson 34, Bruce & Lina Nesbit, 13. (6 boats)

SSS Vallejo 1-2 Race

"Someone forgot to pay the wind bill," was how Singlehanded Sailing Society race official Terry McKelvey summed up this year's torpid Vallejo One-Two Race. Both days of the October 23-24 event featured agonizingly slow starts — and Saturday's race even had two starts after the fleet reconvened in the predictable hole past the Brothers. Eventually, both days settled down into some warm, mellow sailing — a safe, fun weekend to end another SSS season.

It was a good weekend for little ULDBs, as Jim Fair's Merit 25 **Chesapeake** took honors in the 62-boat fleet on the singlehanded trip up, and Andy Hall's Moore 24 **Half Off** was the overall winner of the doublehanded race home the following day. Young Will Paxton rode his Express 27 **Motorcycle Irene** to overall victory, continuing his summer-long winning streak.

Next up on the SSS calendar is the '00 season opener, the always-entertaining Three Bridge Fiasco on January 29. Check

their website (www.sfbaysss.org) to learn more about the Society.

MULTIHULL — 1) (tie) **Ja Mon**, F-25c, John Kocol, and **Pegasus**, F-27, Andrew Pitcairn, 3 points; 3) **Gerri**, F-27, David Martin, 6. (5 boats)

CLASS II (129 and under) — 1) **Orion**, J/105, Gary Kneeland, 3 points; 2) **White Knuckles**, Olson 30, Dan Benjamin, 5; 3) **Opus**, Express 27, Jason Crowson, 8; 4) **Razzberries**, Olson 34, Bruce Nesbit, 12; 5) **Flying Tiger**, Soverel 36, Kirk Miller, 15. (16 boats)

CLASS III (130-169) — 1) **Motorcycle Irene**, Express 27, Will Paxton, 6 points; 2) **Zilla**, B-25, Brent Draney, 7; 3) **Chesapeake**, Merit 25, Jim Fair, 9; 4) **Half Off**, Moore 24, Andrew Hall, 13; 5) **Tamarin**, Sabre 30-III, Richard Burton, 13; 6) **Uno**, WylieCat 30, Bren Meyer, 13. (18 boats)

CLASS IV (169-up) — 1) (tie) **Talisman Banana**, J/22, Gary Albright, and **Dulcenea**, Coronado 27, John Slivka, 3 points; 3) **Shazam!**, Santana 22, Bud Sandkulla, 11; 4) **Chelonla**, Yankee 30, Ed Ruszel, 11. (11 boats)

NON-SPINNAKER — 1) **Santa Maria**, Santana 22, Chris Giovacchini, 3 points; 2) **Goose II**, Nordic Folkboat, Bud Cohen, 6; 3) **Tiger Beetle**, N/M 45, Rob Macfarlane, 6. (8 boats)

OVERALL — 1) **Motorcycle Irene**, 9 points; 2) **Orion**, 10; 3) **Zilla**, 10; 4) **Chesapeake**, 13.75; 5) **White Knuckles**, 14; 6) **Dulcenea**, 15; 7) **Opus**, 20; 8) **Talisman Banana**, 22; 9) **Half Off**, 27.75; 10) **Tamarin**, 28. (62 boats)

AYC Estuary Midwinters

"We had a great race," reported M.L. Higgins of Alameda YC's first Estuary Midwinters. Held in fickle winds and a flood tide on November 14, the race committee sent the small 15-boat fleet off on two short courses — 3.6 miles for the 'big' boats, and 2.8 miles for the little ones. "Raindrops started falling just as the last boats finished — perfect timing!" claimed Higgins.

FLEET A (spinnaker, 0-189) — 1) **True Grits**, Express 27, Jay Montgomery; 2) **Quickie**, Capri 25, Jack Matievich. (4 boats)

COLUMBIA 5.5 — 1) **Drummer**, Weaver/Sankey/Sade; 2) **Cheater**, Jim & Elin Graham. (4 boats)

FLEET C (spinnaker, 190-up) — 1) **Quilla**,

Ranger 23, Jean Novotny. (1 boat)

SANTANA 22 — 1) **Victoria**, Vince McPeck. (2 boats)

NON-SPINNAKER — 1) **Popeye & I**, Cal 9.2, Rui Luis; 2) **Dancing Girl**, Catalina 30, Steve Curtis. (4 boats)

Olympic Trials, Round One

Eighty-six of the best dinghy and board sailors in the country arrived in Florida in mid-October, all eager to secure one of the eight Olympic berths up for grabs in three classes — the 470, Mistral and 49er. St. Petersburg YC hosted the 49er and 470 Trials, while Eau Gallie YC (Indian Harbor) ran the Mistral Trials. Both events were fraught with weather problems caused by hurricane *Irene* — first too much wind, then not enough.

When it was all over but the crying, familiar names popped up in the winners circle. "Six of the eight (new members of the Olympic team) have previous Olympic experience," said Olympic Sailing chairman Robert Hobbs. "That bodes well for our success at the 2000 Olympic Regatta at Sydney."

Seattle's talented McKee brothers nipped their friendly rivals Morgan Larson and Kevin Hall in the new 49er class on the last day, earning the right to return to the Olympics again. Skipper Jonathan ('84 FD gold) and crew Charlie ('88 470 bronze) have a great chance to add another Olympic medal to their collection. It was a heartbreaker for Larson and Hall, who have returned to their 'day jobs' at *AmericaOne* in Auckland — but Morgan lists the experience among "the best sailing of his life," and looks forward to training with the McKees and helping them go on to win the gold.

The women's 470 class was also close, taking most of the 15 races before JJ Isler (La Jolla) and crew Pease Glaser (Long Beach) put away the equally determined duo of Courtenay Dey and Alice Manard.



PHOTOS COURTESY MEDIA PRO/US SAILING

... and Robert Merrick (470 crew), Lanee Butler (Mistral) and Mike Gebhardt (Mistral).

Isler, a mother of two young kids, has been to the Olympics before, gathering a 470 bronze in '92. Glaser, meanwhile, has been knocking on the door for 13 years, launching three previous campaigns in the Tornado and 470 classes. "I guess it pays to persevere!" she said.

Paul Foerster, the '92 FD silver medalist from Garland, TX, and his crew Bob Merrick (Portsmouth, RI) came from behind in 12 of the 15 races to defeat Morgan Reeser and Kevin Burnham in the mens 470 racing. The boardsailing wasn't even close — perennial winners Mike Gebhardt (Ft. Pierce, FL) and Lanee Butler (Aliso Viejo, CA) will represent us in Sydney. Gebhardt has been to the Olympics three times ('88 bronze, '92 silver) and Butler has been twice, but without medaling.

The remaining Olympic Trials are scheduled in Northern California next spring — Santa Cruz YC will host the Tornado from March 23-April 2, followed by the main show on San Francisco Bay between April 6-16. Four classes will hold their Trials during those hectic ten days — Stars (StFYC), Laser and Europe (SFYC), and Finns (RYC). The Soling Trials (StFYC) will be last, scheduled for June 1-11.

49er — 1) Team McLube: Jonathan & Charlie McKee (Seattle, WA), 29 points; 2) West Marine Products: Morgan Larson/Kevin Hall (Capitola, CA), 34; 3) Team Revo: Andy Mack/Adam Lowry (Mercer Island, WA), 51. (12 boats)

470 MEN — 1) Paul Foerster/Bob Merrick (Garland, TX), 19 points; 2) Morgan Reeser/Kevin Burnham (Wilton Manors, FL), 36; 3) Steven Hunt/Michael Miller (Poquoson, VA), 48. (9 boats)

470 WOMEN — 1) JJ Isler/Pease Glaser (La Jolla, CA), 21 points; 2) Courtenay Dey/Alice Marfard (The Dalles, OR), 25; 3) Whitney Connor/Elizabeth Kratzig (Noank, CT), 34. (7 boats)

MISTRAL MEN — 1) Mike Gebhardt (Ft. Pierce, FL), 13 points; 2) Randy Somnitz (Panama City, FL), 28; 3) Peter Wells (La Canada, CA), 35. (20 boards)

MISTRAL WOMEN — 1) Lanee Butler (Aliso

Viejo, CA), 12 points; 2) Cara Reid (Edison, NJ), 32; 3) Kimberly Birkenfeld (Myrtle Creek, OR), 35. (10 boards)

Santa Cruz YC Midwinters

"Good safe sailing, sunshine, and everybody had a good time," was how race chairman Barry Hopkins summed up the first two races of the Santa Cruz YC Midwinters. Seventeen boats turned out on Saturday, November 20, to race in a six-knot southerly with a six-foot ocean swell. The wind shifted to the west and built to 10 knots later in the afternoon — perfect sailing conditions for the two short (2.8 miles and 3.28 miles) races.

CREWED — 1) **Absolute 88**, Wylie 37, Keith MacBeth, 2 points; 2) **Wildfire**, Moore 24, Tom Conerly, 4; 3) **Sumo**, SC 27, Cassidy/Livingston, 8; 4) **Variety Show**, SC 27, Borrer/Whittall, 8; 5) **California Zephyr**, SC 27, Peter Dalton, 12. (8 boats)

DOUBLEHANDED — 1) **Summertime**, Custom 24, Dennis Bassano, 4 points; 2) **Bullet**, Olson 30, Mike Gross, 5; 3) **Fatuity**, Moore 24, Dave Hodges, 6; 4) **Ruby**, Moore 24, Mr. McCarthy, 7; 5) **Judy**, Moore 24, Mr. Little, 10. (9 boats)

EYC 3-2-1 Spring Fling Series

"We're moving on!" claimed regatta chairman Mike Rettie of Encinal YC's reincarnated midwinter series. "New name, new format, new (earlier) starting time, new scoring method (time-on-time), you name it! A bunch of us — including Carl Schumacher, Chris Corlett, Matt Jones and others — are working hard to give this series a total makeover."

Unfortunately, only 38 boats got the word about the new, improved regatta, which was formerly known as the Jack Frost Series. Given the new flexibility of the series, the racers looked for the starting area to be anywhere within a one mile radius of YRA #10 (off Treasure Island). They found the RC boat tucked down near the Berkeley Circle, trying to move the starting line out of the brunt of the 4.5-knot ebb. The courses were tailored to the

southerly wind, which naturally switched to the northwest before the day was over.

The Fling Series skips — wisely, we think — a mid-December date before resuming on January 15. "Come join us," encourages Rettie.

'LITTLE AMERICAS CUP' — **Javelin**, J/125, Pat Nolan d. **Oaxaca**, SC 50, Dick & Patti Cranor.

DIV. A-1 — 1) **El Pellin**, J/92, Micheal Redmond; 2) **Vigilance**, Antrim 27, Ray Arnold. (4 boats)

DIV. A-2 — 1) **Jabiru**, J/35, West/Dunn; 2) **Friday Harbor**, J/35, Ryle Radke; 3) **Stray Cat Blues**, J/35, Bill Parks. (6 boats)

DIV. B — 1) **Wile E. Coyote**, Express 27, Dan Pruzan; 2) **Frog In French**, Express 27, Kame Richards; 3) **Blood Vessel**, B-25, Margaret Gokey. (6 boats)

DIV. C — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Bewitched**, Merit 25, L. Salmon. (4 boats)

DIV. D-1 — 1) **Amigos**, Cal 20, Walt Vance. (3 boats)

DIV. D-2 — 1) **Annie**, Cal 29, Steve Zevanove. (2 boats)

DIV. E-1 — 1) **Dazzler**, Folkboat, Mr. & Mrs. Mueller; 2) **Me Me**, Newport 30, Norm Guest; 3) **Casino**, Catalina 34, Bill Eddy. (6 boats)

DIV. E-2 (Santana 22) — 1) **Yacht Sea**, Heidi Schmidt; 2) **US 99**, Bob Barksdale. (4 boats)

DIV. F (multihull) — 1) **Bad Boy**, F-28, Gary Helms. (1 boat)

Race Notes

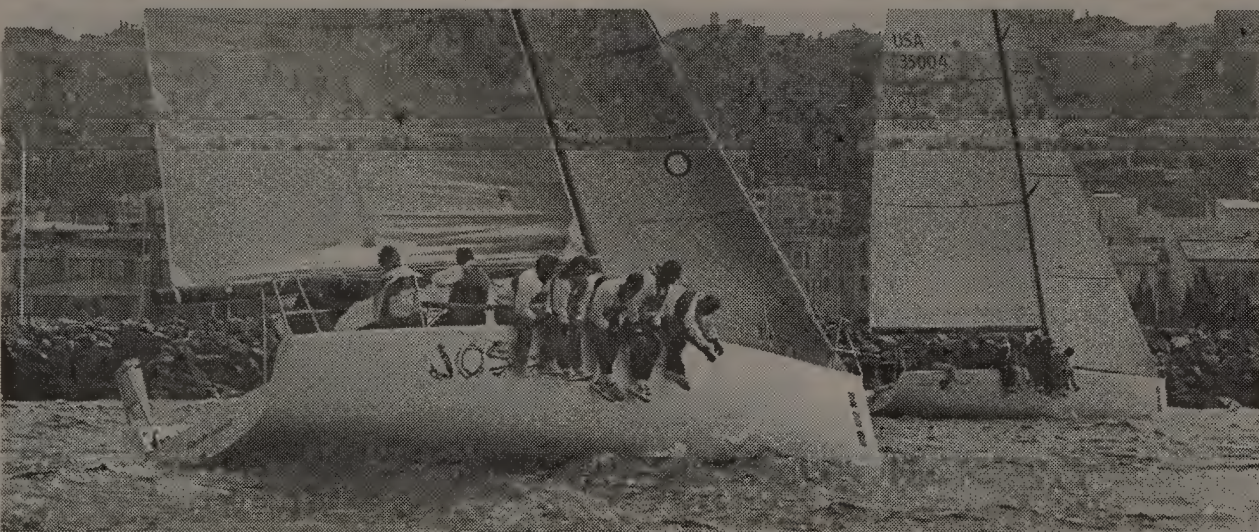
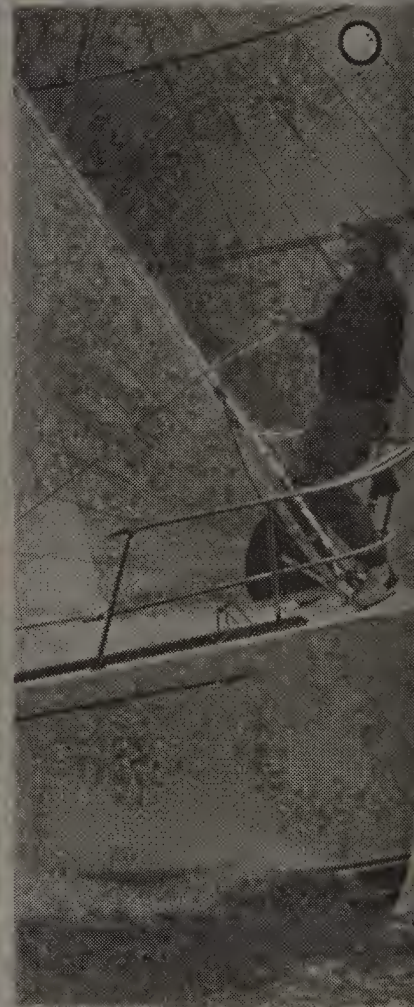
Sale boats of the month: Mill Valley investment banker **Chuck Eaton** just bought the freshwater J/105 **Merlin** (hull #32), which he will rename **Jitterbug**. Eaton, a former Laser campaigner, looks forward to racing in the ever-expanding



JOHN ARNDT

New kid in town — the R/P 50 'MC' just arrived at Nelson's Marine in Alameda.

local J/105 fleet. . . **Doug Berman** of San Anselmo just ordered J/105 hull #298. Berman is a new member of San Francisco YC and a former J/24 crew. . . Currently, Jaren Leet has "about a dozen" 105s claiming they'll be in Hawaii for the



Kenwood Cup. Four 105s are even sailing over in the Pac Cup (*Walloping Swede, Sabertooth, Oeno, Soldini*).

At the recent J/105 awards banquet, **Don Trask** presented a new half model trophy to the 105 that amasses the best three-day record in the round-robin International Masters Regatta. The first two names on the trophy are Phil Gardner's

20/20 (1998) and Dean Deitrich's **Blackhawk** (1999). "There goes my last excuse!" laughed Dean as he accepted the new trophy. . . Meanwhile, the J/Boat revolution rolls on in Southern California, with 34 **J/120s** now down there and 20 J/105s. . . **One Design 35s** may finally be catching on, as two SoCal sailors, Doug Ament and Mike Thomas, just

ordered boats from San Diego broker Chris Busch. This brings the total of 1D-35s up to six on the West Coast, all of which plan to be on the Bay for the Nationals and the Big Boat Series next September. Call Busch at (619) 224-6323 to arrange an 1D-35 test-sail in San Diego or San Francisco (Don Payan is making his *Rigel* available for this purpose).



ne last look at the excellent '99 Big Boat Series (clockwise from upper left) — Dale Williams (middle) 's winning 'Wasabi' crew; the power of 'Rx Sight'; strange bedfellows — 'Charisma', 'Pakalolo' and 'stupendo'; Ian Charles at the helm of 'Sails Call'; SC 52 bowman checks his package; the class-winning 1D-35 'Joss'; and a gaggle of SC 52s at the weather mark. All photos latitude/jr and rob.

Sale boats, cont'd: Carl Schumacher and John Franklin recently sold their winning Express 27 **New Moon** to Tibor Javic, a San Jose architect and Hobie Cat sailor. "I'm going to take up motorboating

and golf," joked Carl, who we're sad to report is actually dabbling in both fields. "But we'll probably buy another sailboat in the spring — maybe another Express or an Etchells, maybe a Synergy 1000, or

possibly just a pair of Mercuries for now." . . . The gorgeous R/P 50 **MC²** (ex-*Equation*) recently took up residence in the East Bay. Her owners, **Vicky and Dan Lewis**, live in the midwest and campaigned **MC²**, which is a year newer and a tad faster than *Morning Glory*, on the Great Lakes until they ran out of competition. They'll commute to the West Coast for regattas

THE RACING

starting after the first of the year, joining the other 50s already here — *Morning Glory*, *Swiftsure II*, *Wasabi* and *Bullseye*. . . Speaking of *Bullseye*, **Bob Garvie** has chartered *Diana*, a Farr 40, for Key West Race Week and SORC. Is he tiring of the handicap game?

Hurry up and wait: Having accepted 100 entries already, the **West Marine Pacific Cup** now finds itself in the enviable position of having 15 boats (and more every week) on the waiting list. Some of these boats are big (a Farr 40, a SC 52, a SC 50, and two turbos), but our Pac Cup contacts have asked us not to reveal the names of the tardy parties. So far, the 50-footer range seems to be where the best action will be — there are currently five SC 50s and eight SC 52s signed up! Check www.paccup.org for more info.

The two other races to Hawaii are apparently shaping up well, too. The **Single-handed TransPac**, scheduled for June 26, could see as many as two dozen boats this year — though these rugged individualists never sign up until the last minute, so even the organizers don't know how many to expect right now. Check www.sfbaysss.org for details. . . The **Vic-**

Maui Race, hosted by Royal Vancouver YC and Lahaina YC, already has 28 provisional entries, way ahead of where they were at this point two years ago. To learn more about the 2,308-mile race, which starts on June 26 and 28, surf to www.vicmaui.org.

Still more sale boats: Dan Pruzan has generously donated his 1976 Ranger 29 **Voyager** to the Bay Area Association of Disabled Sailors (BAADS). Pruzan owned and raced *Voyager* for eight years, but has now moved up to the Express 27 *Wile E. Coyote*. . . **Zarko Draganic** is selling his J/105 *La Pavoni* to make room for his new Farr 40, which will be delivered to the East Coast next April. Scott Easom will rig the boat and manage the project. . . Sam and Theresa Kitesley of Santa Clara will be getting a new **Santa Cruz 52** (hull #24) next summer. . . Presidio YC member **Bill Stettiner** just bought an unnamed Olson 25 (hull #44) with an eye towards sailing in the SSS TransPac.

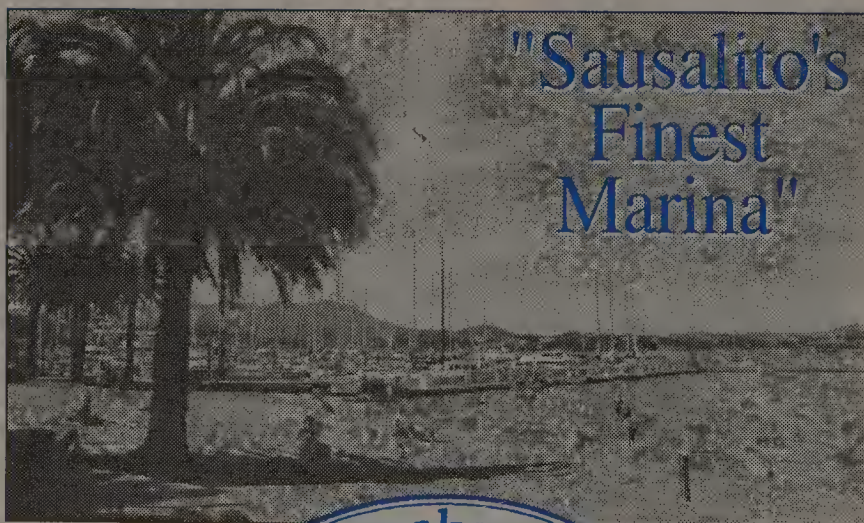
Ooops! Long Beach YC's **Mazatlan Race** was canceled due to lack of interest, though their club members still flew

down to that Mexican port to party. At best, it would have been a match race between Doug Baker's *Magnitude* and Philippe Kahn's recently upgraded **Pegasus** (ex-Cheval), which now sports a plumb bow, a new interior, a two-foot deeper keel, big poles — and no mast! The rig fell down during sea trials with the new configuration, inexplicably failing while *Pegasus* was sailing upwind off Long Beach in just 13 knots of breeze and flat water. While he waits for another rig, Kahn can play with the other boats in his fleet — which now include a Farr 40 on each coast!

Match races: **Jeff Madrigali** won Long Beach YC's '99 **Ficker Cup** on Oct. 23-24, posting a 9-1 record in the Grade 4 Catalina 37 match racing event. Madro's only loss was to the host club's Scott Dickson, who came in second (out of six skippers) with an 8-2 tally. Both skippers will be invited to the Congressional Cup, which has been pushed back to April 8-14 due to conflicts with other match races. . . The second **ISAF Women's Match Race**

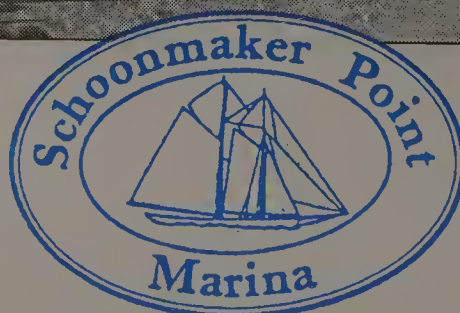
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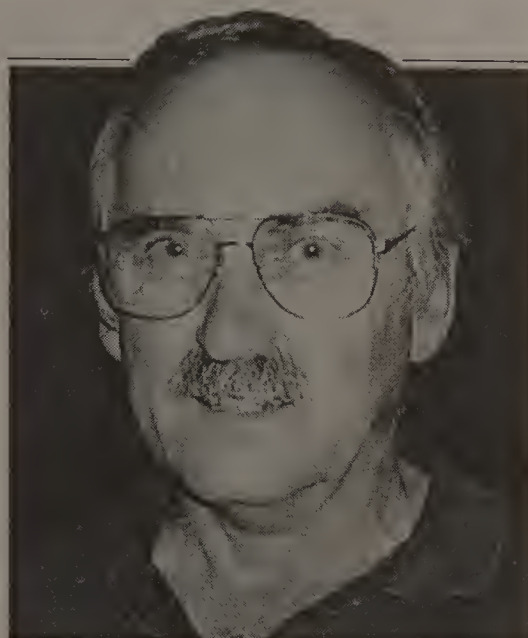


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LATITUDE/CHRIS

Former 'Latitude' staffer and women's sailing advocate Kay Rudiger was recently named Corinthian YC's Sailor of the Year.



COURTESY SSS

Another tireless volunteer, SSS Commodore Pat Broderick, was likewise named Sausalito YC's Sailor of the Year.

Worlds in Genoa, Italy, attracted 24 teams from 14 nations, and 17 of the top 20 ranked women skippers. Topping the talent show was #4-ranked Dorte Jensen of Denmark, who dispatched defending champion **Betsy Alison** of Newport, RI,

3-1 in the light-air finals.

Honor roll: US Sailing went outside its normal boundaries this year in awarding the **Herreshoff Trophy** — which goes to the person deemed to have made the greatest contribution to sailing lately — to an

industry professional, **Gary Jobson**. This is US Sailing's most prestigious award, and a more fitting recipient is unimaginable. "Gary Jobson is the person who singlehandedly brought sailing into America's living rooms and made it understandable to them," said former US Sailing president Bill Martin. Jobson — world-class sailor, ESPN commentator, chairman of the nationwide Leukemia Cup regattas, and all-around good guy — claimed, "Looking at the list of past winners, I feel quite humbled. Every one of them is a giant in the sport. . . I've won the America's Cup, an Emmy for the Olympics, and been named college sailor of the year twice — but none of that means as much as this award."

Another important US Sailing accolade — the St. Petersburg YC Trophy for outstanding race management — went to North Carolina's Lake Norman YC for hosting the '99 **Thistle Nationals**. Four SoCal yacht clubs have won this award over the years (Long Beach, Alamitos Bay, San Diego, California), but sadly no Bay Area club has ever been similarly honored. . . Area G (that's us!) continued its apathetic ways with US Sailing matters

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THE RACING SHEET

when it failed to send a crew to the USSA Offshore Championship (aka the **Lloyd Phoenix Trophy**) in Annapolis in early November. John Leitzinger (Tacoma, WA) and his Area H team won the light air event, beating the Area D team (Jim Bost, Rockwell, NC) and the defending champions, Mark Noble's (Santa Barbara) Area J team. Eight area teams and two Navy teams sailed the Naval Academy's 44-footers in the light air event.

One year after: Entries are closed for December 26's Telstra 55th **Sydney to Hobart Race**, with 94 boats signed up from 11 countries — just 24 boats less than 1998's ill-fated affair. Three U.S. boats will be on the starting line — the IMS maxi *Falcon*, the vintage S&S 65-footer *Alaska Eagle*, and the J/160 *Pipe Dream IX*. In a preview of the superyacht division planned for the 2000 race, the French-owned 147-footer *Mari Cha III* — the fastest monohull boat in the world — will also sail as a 'demonstration entry'. Race officials claim that entries are off due to competition from Millennium festivities, not due to the tragedy last year. . . Perhaps as fallout from the Sydney-Hobart mess, a new requirement has been

introduced for participation in the **Newport-Bermuda Race**, scheduled for June 16 — 25% of the crew must now attend a sanctioned Safety at Sea seminar within three years prior to the race. Will the TransPac and Pac Cup soon follow suit?

Grand prix news: Farr 40s will replace Mumm 36s for the **2001 Admiral's Cup**, while Sydney 40s and a "narrow" IMS rating band in the 50-foot range will be retained. . . Frenchman Sebastien Magnen won the **12th Mini-Transat**, despite breaking his mast three days from the Gaudeloupe finish line. . . The '99 ISAF/Sperry World Sailor of the Year awards went to **Margriet Matthijse** (NED), the 22-year-old Europe world champion and '96 Olympic silver medalist, and **Mateusz Kusznierewicz** (POL), the 24-year-old Finn world champ and '96 Olympic gold medalist. . . Zut alors! Apparently tiring of sailing alone, three-time solo round-the-world winner **Christophe Auguin** and top woman solo sailor **Isabelle Autissier** have joined forces to organize a 2001 Volvo Race campaign. No word yet on a sponsor or design.

More kudos: Four sailors were recently recognized as US Sailing's USOC (Olympic) Athletes of the Year — the Star duo of **Eric Doyle** (San Diego) and crew Tom Olsen (East Dennis, MA) were named 'top team', while Laser star **Mark Mendelblatt** (St. Petersburg, FL) earned 'top male' honors and boardsailor **Lanee Butler** (Aliso Viejo, CA) was 'top female'. All the other Olympic sports similarly nominate their top performers, and in January the overall winners (team, male, female) will be selected from this elite pool. As far as we know, no sailors have ever made it all the way to the top.

Random race results: Winners of the five-race **StFYC Fall Dinghy Regatta** on October 23-24 were Eric Oetgen (Finn, 13 boats), Charles Meade (Laser, 12 boats), Zach Berkowitz/Karl Baldauf (I-14, 11 boats), Krysia Pohl (Europe, 8 boats), John Taglimonte/Susan James (Snipe, 4 boats), and Jeff Miller/David Byron (505, 9 boats). . . **Dave Vickland** (El Toro) and **Russ Klein** (Super Sunfish) were the class winners at Lake Merritt SC's sixth annual Fall Regatta. . . **Peter Dalton** (California Zephyr, SC 27) won Santa Cruz YC's small Champion of Champions Race.

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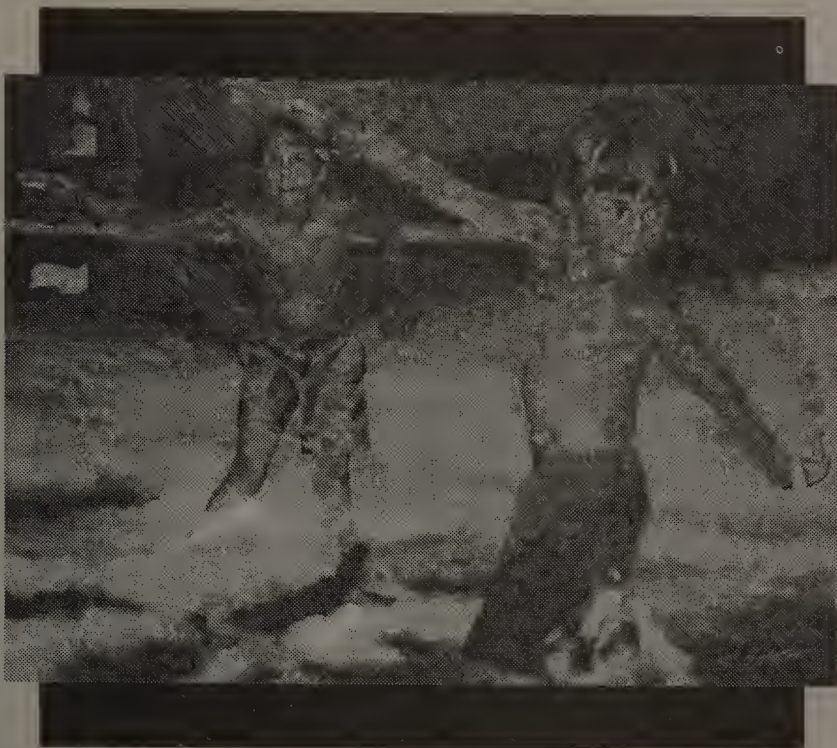
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With reports this month on **Choosing a Caribbean Charter Venue (Part II)**, a **Two-Cat Charter in Belize**, thoughts on **Hawaii's Chartering Secret** and miscellaneous **Charter Notes**.

Caribbean Dreaming (Part II): We Goin' Down Island, Mon

Huh. . . ? What. . . ? Where are we?

Oops, sorry. You caught us dreaming about chartering in the Caribbean again.

As we pointed out last month, there are as many reasons to steal away to the sunny 'Caribbees' as there are coconuts in a well-tended palm grove. The hard part is choosing which group of islands to explore.

Last month we took a look at the Spanish, American and British Virgin Islands. Here, we'll continue down the island chain through the Leeward Antilles.

From the BVI, a 90-mile hop to the southeast brings you to the French/Dutch island of St. Martin/Sint Maarten. Bustling with fly-in sunseekers and cruise ship voyagers, this once-sleepy isle has seen tremendous development in recent decades. With an abundance of great restaurants, casinos, and duty free shops, it's not exactly what all of us have in mind when we think of a tropical getaway, but St. Martin's abundant yachting and tourism infrastructure provides a nice balance when contrasted by some of its sparsely-developed neighbors. There is an excellent jetport with direct flights from many parts of the U.S. and Europe, plenty of supermarkets for self-provisioning and enough nightlife to satisfy even hardcore

In the colonial days, St. Kitts' massive Fort Brimstone was the most impressive military installation in the region. It's fascinating to explore.



party hounds, before slipping away to mellower anchorages on neighboring isles.

During a week-long charter, a nice circuit can be made of both the Dutch and

French sides of St. Martin as well as low-lying (formerly British) Anquilla — where snorkeling is excellent — and the tiny French island of St. Barts. A Swedish colony prior to its takeover by the French, St. Barts has a unique character all its own that has earned it a reputation as a true Caribbean "gem" favored by both chic sophisticates and laidback yachties.

If you charter for more than a week you could venture into the opposite extreme, by visiting Dutch St. Eustatias (Statia) or the formerly British, two-island nation of St. Kitts and Nevis. Spending time here is like taking a trip back through time compared to the glitz of St. Martin and the glamour of St. Barts. With economies still based on traditional agriculture rather than tourism, they are lush and pastoral, each with a massive volcanic cone that is typically shrouded by billowing cumulous clouds.

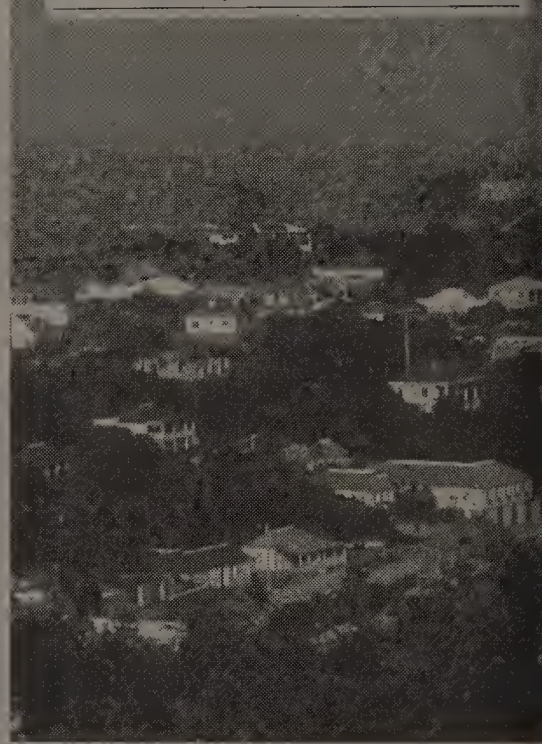
Because there are no well-protected anchorages among the three, they're generally skipped by yachtsmen, but from our perspective that's a strong argument for checking them out. After all, enduring a potentially rolly night in an open roadstead is a small price to pay for the opportunity to witness the 'old Caribbean'.

Life today in these islands reflects what

With the French lying just 40 miles to the south, Brits manned the battlements of Antigua's Fort Barclay, which overlooks English Harbour.



Sadly, our black and white pages don't do justice to the picture-perfect setting of St. Barts' Gustavia Harbor. You'll just have to check it out for yourself.



the entire region was like before tourism became the predominant economic engine. Take a taxi tour and you'll see that most folks live in boxy wooden houses, often with outdoor kitchens and 'facilities'. They have little in the way of material possessions, yet virtually every yard is rich with towering breadfruit and mango trees, papaya plants and hedges of brilliant hibiscus that seem to grow like weeds. Although you might not want to trade places with these folks permanently, you'll probably find yourself becoming envious of their uncomplicated, traditional lifestyles.

A bit south and east lies Antigua, the hub of Leeward and Windward chartering since the industry's humble beginnings in the late 1940s. Now a sovereign nation (with its sleepy cousin, Barbuda), Antigua's remarkable all-weather anchorages at English Harbor and adjacent Falmouth Harbor have sheltered all manner of vessels since the 1700s when the British established their Leeward Islands Station here.

The centerpiece of English Harbor is Nelson's Dockyard, where the repair shops, warehouses and naval quarters of old have all been painstakingly refur-

OF CHARTERING



ALL PHOTOS THIS SPREAD: LATITUDE/ANDY

bished and converted to hotels, gift shops, museums and chandleries. In place of the burly ships-of-the-line that once moored here, you'll find impeccably maintained sailing yachts and glistening motoryachts — the charter fleet here is *la creme de la creme*. You won't want to miss spending a day around the Dockyard, if only to day-dream. A limited number of bareboats are also available at Antigua.

As any Antigua Sailing Week veteran knows, you could easily spend an entire sailing holiday just circumnavigating Antigua's anchorages and never be bored — tourism marketers claim there's a beautiful beach for every day of the year.

When you realize that the French island of Guadeloupe lies only 40 miles to the south, it's no wonder Nelson and the boys had their hands full keeping the French at bay.

These days, thankfully, islanders seem to enjoy the multiculturalism of their 'neighborhood'. Antiguan sailors think nothing of bopping over to Deshaies Bay for the weekend (40 miles) to take in some fine country French cuisine and a few Petit Punches — a potent *creole* cocktail. You might follow their lead if you have the

ambition. Along the way, you'll get to experience a bit of glorious, open-water sailing on the trades.

Unlike any other colonial power, the French held onto their Caribbean possessions, so that today residents of the French West Indies — be they white, black or *creole* — consider themselves Frenchmen through and through. And, indeed, they are, with all the rights afforded French citizens on the continent — the FWI is actually a 'department' (state) of mother France.

On butterfly-shaped Guadeloupe, you'll find great contrasts between the quiet fishing villages and the bustling exuberance of the capital, Pointe-a-Pitre, where cafes, shops and age-old traditions might remind you of a tropical version of the south of France.

For most sailors, though, the favorite stopover is a cluster of tiny isles off the south coast, called Les Saintes. Picture-perfect villages, open-air restaurants and well-protected anchorages make them a 'must see'.

With plenty of direct flights from Eu-

rope, Guadeloupe and its cosmopolitan cousin, Martinique, are loaded with late-model bareboats — and, as you might expect, there is no shortage of catamarans.

As a result, Guadeloupe is a viable option for beginning a charter either northbound or southbound. We should mention here also that one-way charters are an option with most companies, although there is often an additional charge. (By contrast, crewed charter yachts generally do not charge for one-way trips.)

Sandwiched between these French cousins is formerly British Dominica, the Eastern Caribbean's poorest and least developed island. Like its neighbors, it is large and lush, but you won't find chic boutiques or *patisseries* here. There are no direct flights from the continent bearing rock stars and royalty, and there are no all-weather anchorages. Still, for our money, Dominica makes a wonderful stopover.

When anchored off Portsmouth — the island's best anchorage — a favorite excursion is hiring a local kid to row you up the Indian River into a primeval world of giant broadleaf plants, towering hardwoods and squawking birds. Hiking excursions into the island's vast green interior are well worth the effort — although you'll definitely work up a sweat. The trek to Trafalgar Falls is particularly recommended. Another plus regarding Dominica is that, generally speaking, we've found that Dominicans are the

On Nevis, the majestic heights of Mt. Misery are usually shrouded in clouds, which bring an abundance of rain to this poor but fertile isle.



friendliest and most hard-working islanders in the Antilles.

Since Dominica is the last island in the Leewards, we'll take a breather here and continue next month with a look at the Windwards. Stay tuned.

— latitude/aet

An Un-Belize-able Charter

In response to a desperate need for sun, 16 of us — mostly from Bainbridge Island, Washington — chartered a pair of catamarans from TMM in Belize. This firm, which originated in the BVI about 15 years ago, is the only charter operation in the country, and is based at San Pedro on Ambergris Caye.

Both boats were less than a year old. Ours, *Anne Laurae*, was a Jeanneau Lagoon 41 with eight aboard, while the second boat, *Katkandu*, was a Venezia 42 built by Fountaine Pajot. Aboard it were eight charterers plus a skipper/guide which is required if you want to go outside the reef.

We found our guide, Freddie, to be an invaluable source of local knowledge and a lot of fun to be around. He also handled reprovisioning, purchasing fresh lobster, cleaning the boats, arranging for land tours and seeing to it that we didn't miss anything during our two-week cruise.

Let's we forget, we should mention early on that the duty-free shop at Belize International is for arriving passengers. There, you'll find great prices — about half that of Houston — and a very good selection.

A twenty-minute flight from Belize International put us into the rural town of

Although visited by relatively few cruising sailors, the low-lying islands of Belize comprise a splendid cruising ground.



San Pedro on Ambergris Caye. A cab delivered us to our condo at The Palms, a lovely place near the TMM Pier. One could walk from the airport, but packing all those string bikinis and Speedos was just too much for us.

The next morning we all ate together as a group to discuss plans. The favorite menu choice was 'fryjacks', a deep-fried flour tortilla onto which you sprinkle sugar. Oh-my-gawd, they're good! About noon we boarded our boats and settled in, drawing lots for cabins. Our boat had three heads, while the other boat had only two, but it also had a compressor, generator, watermaker and air conditioning.

A couple of hours later we left the pier with a TMM skipper who was to give us a water/coral reading exercise, but with the overcast it was mostly a friendly chat. We would learn to recognize the coral as time progressed.

Immediately, we were hit with the toughest thing to get accustomed to: the depth, or lack thereof, of the wa-

TMM features catamarans at their Belize operation. Not only are they roomy and easy to sail, but their extremely shallow draft is crucial for exploring the reefs and shoals.

ter. Be prepared for readings of less than 6 feet overall. We became concerned when our depth sounder read less than 3 feet, as our keel protruded about 2 feet below the area of the hull where the transponder was mounted.

That night we anchored off Caye Caulker and had a very delicious meal at the Sand Box. The next day we headed for St. George's Cay, the scene of Belize's liberation from the Spanish and their coming under British rule.

The following day we raced southward for a few hours just outside the reef and reentered at South Long Cay where we anchored for the night. We noticed here that our water supply was dwindling — not a surprise when you only have 100 gallons for 8 people. Fortunately, *Katkandu* had a watermaker.

From South Long Cay, it was a nice motor passage (no wind) over to Glover's Reef, where we would spend a couple of days snorkeling, fishing and relaxing. While I hate to sound trite by saying "unspoiled," in every anchorage during our



OF CHARTERING



Once anchored in 5 feet of water, we ventured ashore for a walkabout and a climb of the observation tower from whence we could see hundreds of red-footed boobies and frigate birds. The Cay is home to about 400 of these birds. We couldn't help being impressed by the sheer numbers and their beauty.

With only one scuba diver in our party, the trip to the Blue Hole was rather anticlimactic. But, on the way back we landed a nice big snapper. Every day that we fished, we landed something that provided a fresh meal for that day.

The next day we headed north to Lighthouse Reef Resort for the penultimate dinner ashore and the ultimate evening of the trip. The Resort has 11 cabins in a lovely setting at the northern tip of the Reef and a wonderful staff. Our dinner was not only excellent, but also a lot of fun thanks to the friendly, humorous folks at Lighthouse and the way they melded with our group. We danced and sang until they shut the place down, shooing us out the door and down the pier, upon which our tables had been set earlier in the evening.

The reach back to San Pedro was a

rough one, with a NorEaster blowing up to 30 knots. We were forced to cut through Turneffe for a serendipitous respite from the breeze. After a lovely hour picking our way through the shoals, we were back out racing for Caye Caulker under jib alone, as our outhaul had parted, fouling the reefing lines in the process. A couple of hours later, though, we were back at TMM's pier on Ambergris Cay unwinding and reflecting.

Overall, it was a great trip, with a good cross-section of activities and worth every penny spent. TMM has a pretty nice operation and a great group of staffers.

*gary m. schmidt
port madison yacht club
bainbridge island, wa*

Ed. note — Adventurous sailors have been eager for charter opportunities in Belize for decades, but before TMM opened its operation, there was no reliable charter source. TMM is a long-established BVI company with a very solid reputation. Limited availability dictates that you book well in advance. Call (800) 633-0155.

Hawaii's Little Secret: Yacht Chartering Opportunities

We'd like to give praise to Captain Mike Mickelwait of Honolulu Sailing Co. My wife and I have done several daysail charters off Maui and Oahu during the past several years, but this year we were ready to sail the islands ourselves.

Since this was an unseasonably cold s

We can assume by this shot that a good time was had by all. With 16 folks in their charter party, booking two cats was a wise decision.



ALL PHOTOS THIS SPREAD: GARY SCHMIDT

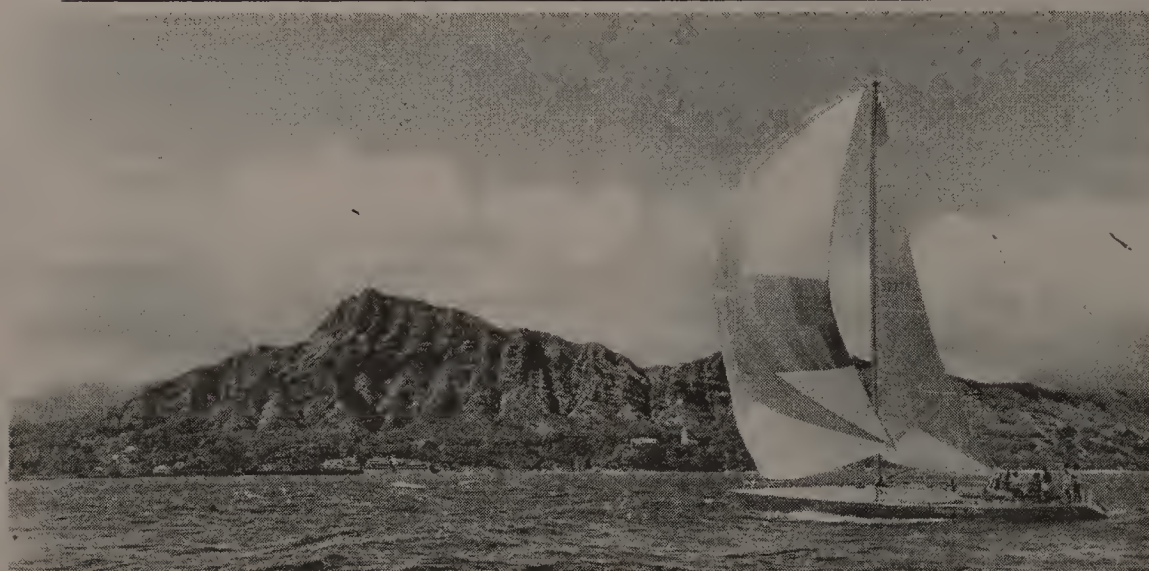
two weeks, our two boats constituted the majority in every place except Belize City. Nice.

After two days at Glover's we headed for Belize City where we topped off our fuel and water tanks, reprovisioned, made a fantastic shore excursion to the Mayan ruins at Xunantunich, and watched the Super Bowl! The biggest disappointment was that we watched it without the ads.

With our tanks and larders replenished, we left Moho Caye the next morning for Turneffe Island. The southern part of Turneffe is covered with mangroves, which made for interesting cruising as we wound our way through the Blue Creek over to Turneffe Island Lodge, where we anchored for the night.

The next morning we headed for Lighthouse Reef. A great two-hour sail later found us hanging off the stern of *Katkandu* which was moored to a buoy off Long Cay in about 20 to 30 feet of crystal clear water that was literally teeming with hundreds of fish.

As we dove in, we found the fish to be totally comfortable with our presence. That wonderful feast for the eyes over, we headed inside the reef, into the Half Moon Cay Marine Preserve for yet another treat.



now look forward to racing in the Pacific Cup 2000 on our own sailboat — we'll try to hang onto our tans until next summer.

mike downing
el tiburon
pt. richmond

Ed. note — Mickelwait has been offering charter boats out of Honolulu for many years. He currently has a Hunter 54 and a Beneteau 50 available for either bareboat or crewed charters. Call (808) 239-3900 for info.

Charter Notes

The festive atmosphere of holiday get-togethers with family and friends make them ideally suited to kicking around **chartering possibilities for the coming months.** It's our experience that the hardest part of planning a trip is getting all the (over-worked, over-stressed) players to focus their attention on a proposed plan far enough in advance so you can actually get the boat you want, as well as decent air fares.

So, assuming you'll be seeing your potential travel buddies over the holidays,

summer here in the Bay Area, and we were tired of having pale skin from bundling up all summer, we thought we would try getting a bareboat certification somewhere warm. Captain Mike showed us the Hawaiian Islands with the Hawaiian spirit.

He took us to places that we would not otherwise experience, but in a non-intrusive way. Bareboat chartering was possible through Mike's company, but

True, there are no major bareboat companies based in Hawaii, but Honolulu Sailing does have boats for hire. (Pictured is a TransPac finisher.)

Mike's wealth of local knowledge made the experience much more enjoyable than if we'd been on our own. He showed us where to sail and, through his instruction, gave us the ability to go there.

On our trip, the Hawaiian Islands lived up to their reputation: big seas, big wind and a surplus of great anchorages. We

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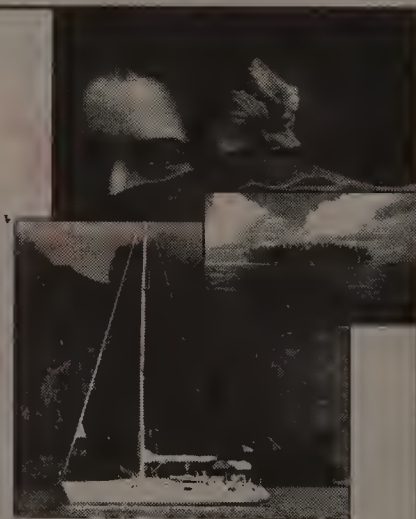
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we suggest you use the calming influence of spiked eggnog and rum cake to coerce them into making a commitment to the trip you have in mind. Be gentle, but firm. Don't let them procrastinate — get the check!

The point is, whether you are talking about a trip to **Tahiti in late spring** or the **San Juans in mid-summer**, plunking down a deposit now will get you the pick of the fleet, rather than the slim pickin's available at the last minute. Trust us. We've done it both ways, and setting everything up way in advance alleviates untold amounts of aggravation and stress.

Another idea to keep in mind as you look ahead to summer is **flotilla sailing** and other **book-by-the-berth** opportunities. If you're having trouble gathering a boatful of friends for a charter trip, a flotilla is an easy solution that offers you hands-on sailing and allows you to meet new friends without having to take total responsibility for the boat. (Most flotilla trips have at least one lead boat with a local captain, where individuals or couples can book by the berth.) Flotilla sailing is particularly popular in **Greece**,



LATITUDE/ROB

Eightysomething and still going strong, we all owe a debt of gratitude to the Carys for launching the bareboat charter concept.

Turkey and the BVI.

Apart from flotillas, a little-known sailing option for more adventurous individuals is **Sunsail's Passage Deliveries**, where you join a delivery skipper on an open-

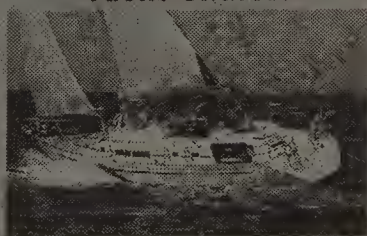
water passage as he repositions a boat from one base to another. Two such sailing legs this spring are from the **Canaries to Gibraltar** (March 25) and from **Gibraltar to Mallorca** (April 15). Next October, they'll transit the reverse course.

Another option for offshore passage-making is booking a trip on the **specially-built expedition vessel Polar Mist**. Next summer, from June through August, she'll complete an offshore loop through the Pacific beginning and ending at Newport Beach (her home base), with port stops at Hawaii, Alaska, and British Columbia. Adventurous souls can sign on for just one passage or for the entire 84-day trip. Then, next winter she'll return to the southern reaches of **Patagonia and Antarctica**, for which she was originally built. (See ad in this section for contact details.)

Down in the sunny Caribbean last month, **The Moorings** — the largest or second largest bareboat company in the world, depending on who's counting — celebrated its **30th year in business** with a gala party at their Road Town, Tortola, home base in early November. Hundreds

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WORLD OF CHARTERING

of people — industry friends, Moorings employees, boatowners, even the BVI governor — gathered to help mark the auspicious occasion and to honor the couple that founded it all, **Ginny and Charlie Cary**. "The Carys didn't just start The Moorings, they started the whole bareboat chartering business," claimed Bitter End YC spokesman John Glynn. "The Carys are legends down here. None of our businesses would be what they are today without them."

From humble beginnings in the BVI, the Carys — a delightful couple in their early 80s who now reside in Vero Beach, Florida — created, and subsequently sold, an empire that literally never sleeps. At last count, The Moorings encompassed 22 bases and 770 boats, including an ever-increasing population of big luxury cats. Now under new management, company spokesmen claim to be having their best year ever.

"Looking back on it," reflected Charlie, "I think the thing that I enjoyed most about creating The Moorings was knowing that we have made thousands and



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thousands of people happy."

Latitude's coverage of yacht chartering generally focuses on bareboat chartering and offshore sailing opportunities

rather than luxury crewed charters, but in our *January* issue we'll give you a look at some of the most exclusive yachts in the crewed chartering industry.

When the time comes to splurge on a truly spectacular sailing vacation, chartering one of these vintage beauties could be the trip of a lifetime. We'll do our research this month by walking the docks of **Antigua** at the prestigious **Nicholson Charter Yacht Show**, which attracts top yacht charter brokers and yachting journalists from around the world.

Finally, a plea to all you lucky folks who have plans for special **Millennium Charters** in exotic locales around the world. **We'd love to hear the highlights** (two or three paragraphs), such as: what the scene was like; what sort of folks you met; did you party hearty or hide from the world; and did the trip meet your wildest expectations. Don't be shy, drop us a line at: *World of Chartering*, Latitude 38, 15 Locust Ave., Mill Valley, CA 94941, or e-mail us at andy@latitude38.com. There might be a **free Latitude T-shirt** in it for ya.

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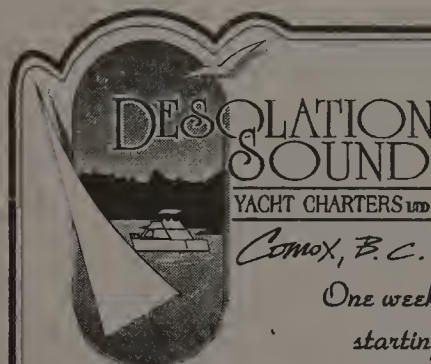
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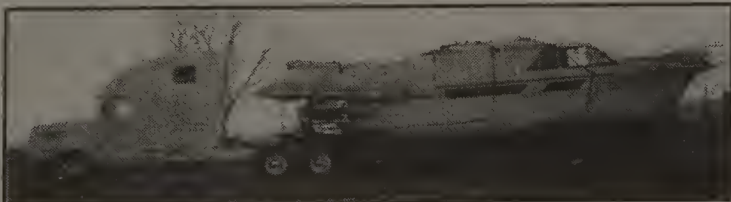
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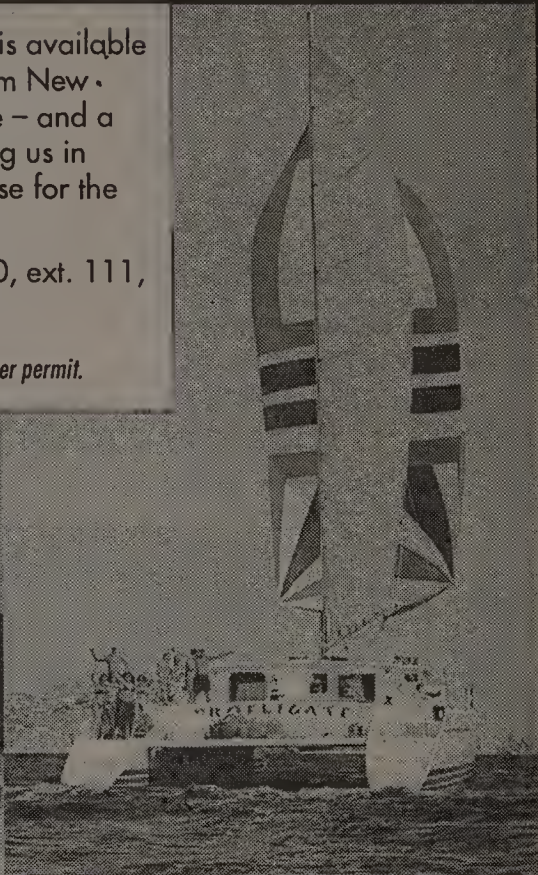
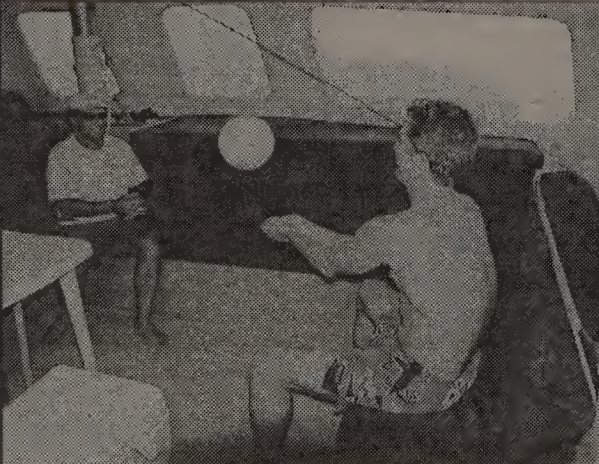
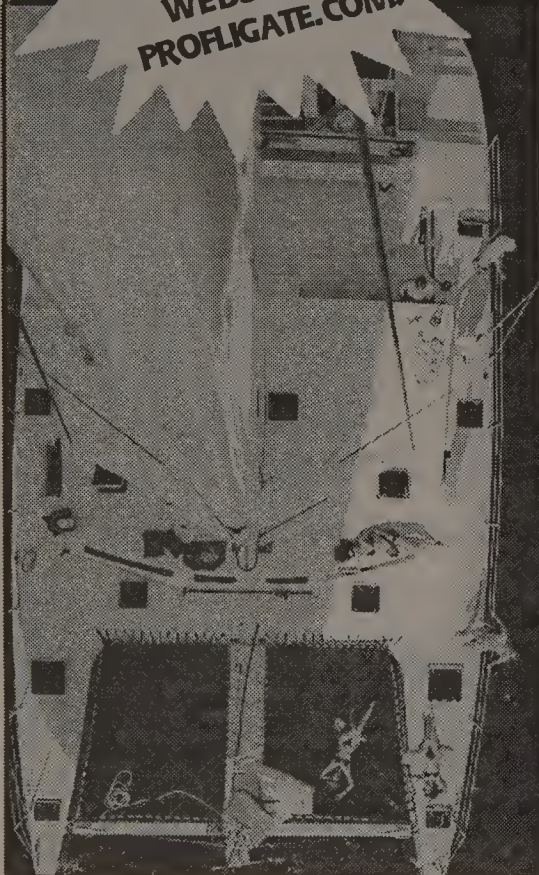
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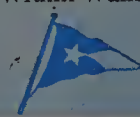


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CHANGES

With reports this month from **Imagine** on last year in Zihuatanejo; **Moondance** on crossing the Pacific with kids; **Lindsay Christine** on shocking taxi driver behavior in Panama; **Rhapsodie** also on cruising across the Pacific with kids; **Paradise** on getting rubbed the right way at the Paradise Resort & Marina; **Sea Glass** on dealing with a stowaway; **Adia** on the beat to La Paz; **Gaia** on boat problems south of Mexico; and **Cruise Notes**.

Imagine — Farr 58 Thomas & Pamela Howell Remembering Z-town (Lake Tahoe, Nevada)

As we were about to shove off from Z-town for the Marquesas in the spring of this year, we couldn't help but remember all the good times we had there. For instance, Melanie of *Hesperides* came to visit us for two weeks in February. We'd met Melanie and her husband Lionel the previous year on our way to Z-town. We hooked a 10-pound sierra on the way into Maruata Bay for the night, and had invited the crews of a few boats to help us enjoy the delicious fish. One of the crews was from *Hesperides*, and it turned out to be the start of a great friendship.

In any event, Melanie's arrival in Z-town to stay with us started with a special dinghy raft-up — that turned into a big party aboard *Imagine*. For the next several days, we worked the net trying to come up with a definition for *Hesperides*. Some of the come-backs were hilarious — and one from Tom on *Toujours* included the antics of Zeus, Gaia, and some naked nymphomaniacs, and was entertainingly obscene!

Sunset at Z-town. A time for romance and making memories. It's probably the best-loved cruiser spot in Mexico.



LATITUDE/RICHARD

Melanie administered some haircuts on Owen's Beach (Los Gatos), scissors in one hand and a margarita in the other. Her brother John finally showed up with a guitar in hand to serenade her, so it wasn't long before a songfest broke out. Chris from *Colonel's Lady* showed up with his kayak, and soon we were enjoying some great surfing. Naturally there was plenty of coaching and cheering from *cerveza* drinkers on the point. This was just after the surf had come up, and it was quite impressive to watch the waves crash onto the rocks between the city anchorage and La Ropa Beach — sloshing some ocean water into the hotel swimming pool high on the cliff! The surf washed part of the beach away, so we lost some of our volleyball court and pole at the La Perla Hotel beach. The surf was so bad that one boat dragged into another while the crews were aboard Blair and Joan Grinoles' *Capricorn Cat* for one of their many afternoon snorkel trips to Isla Grande.

Spindrift Cove filled up again this year: Frank and Bonnie of *Serenity*; Don and Lena of *Windward Love*; Brad and Louise of *Altaira*; and Clem and Carry of *Two Carried Away* are just a few of the ones we remember. The highest boat-count on the net was about 70 in mid-January — which is when life in Z-town is just supreme. Then the boats started heading north, perhaps tempted by the Banderas Bay Regatta. But we weren't about to leave this idyllic spot.

We enjoyed a lot of great volleyball in the spring of '99, with great folks such as Ian and Anna of *Joss*, Russ and Marta of *Altaire*, Blair and Joan of *Capricorn Cat*, Mike and Dar of *Mimosa*, Tim and Kat of *Rendezvous*, Jim and Margaret of *Joyride*, Jim and Kay of *Flexible Flyer*, Irwin and PeeWee of *Speck*, Tom and Celeste of *Yellowbird*, Dick and Karen of *Irie*, and many others.

Noemi's was still the restaurant hang-out in Z-town, and Ishmael was still providing all the services. The water clarity was adversely affected by the high surf, and sometimes by pollution from the river and lagoon. There also seemed to be more trash and plastic than usual getting into the bay, but then the current would come



and sweep it all away. All in all the water quality wasn't as good as in previous years, but it didn't seem to affect the bait fish, which were teeming like always. And the locals continued to bring in 40 to 120-pound yellowfin tuna by the ton from 20 to 40 miles offshore — at least until a purse seiner came through.

We found the weather to be a little cooler in the spring of '99 than in years before — but still purely delightful. And what more could a yachtie ask then for warm days, cool nights, rum to drink, treasure to plunder — and a good woman to ravage?

When we left for the Marquesas, it marked the end of four seasons in Mexico, and we'd like to express how great Mexico has been to us. The cruising grounds are excellent, the people terrific, the provisioning inexpensive, the inland trips fascinating, and the cruising community super. Our years in Mexico gave us a wonderful opportunity to get to know our boat and prepare her for bluewater cruising under mild conditions — and still be close enough to bash back to the Southern Cali-



BOTH PHOTOS BY MOONDANCE



Spread; 'Moondance' in the Marquesas. Inset; The Matzkes enjoy a little family time in a pool near a waterfall. They've since made it to Oz.

fornia Islands to beat the heat of the Sea of Cortez — and to spend more money on outfitting! But now we're off to new adventures and new horizons!

— thomas & pamela 4/99

Readers — Although the above Changes is somewhat dated, we thought the memories of Z-town might be inspirational to this year's cruisers.

Moondance — Kennex 445 Karl, Jill, Ben, and Cam Matzkes Cruising The South Pacific (Palo Alto)

Our 'great passage' from the Galapagos to the Marquesas was less boring than we expected — and the rewards were great. One of our favorite islands was Fatu Hiva, the first place we've ever been where money means almost nothing since there's almost nothing to buy. Visiting yachts are welcomed not only as guests, but as sources of goods that can be traded

for fruit, *tapas* (paintings done on beaten tree bark) or wood carvings. The locals especially need baby things.

The Tuamotus, our next stop, offered a great contrast in wealth — due to their successful pearl farming — and in geography — they're very flat as opposed to the Marquesas which jut out of the sea. We spent all of our time at Manihi, learning about the pearl industry and enjoying the snorkeling and *motu* wildlife. Contrary to what many guidebooks say, anchoring near and visiting pearl farms is welcome in most cases — at least in Manihi.

As we continued west, Tahiti offered a

nice dose of civilization — but lost its appeal after about a week as the number of cruising boats grew to nearly overwhelm the anchorages. We wasted no time leaving, hoping to get ahead of a 'bubble' of about 100 boats that seemed to be flocking across the Pacific together.

We paused longer at the less-traveled Huahine. It's a bit less spectacular than Moorea or Bora Bora, but gets only a fraction of the tourists. We broke out our bikes and tooled around the coastline, stopping at small villages and shops along the way. It was here that we met the crew of a boat that had just been lost on the reef outside the island. They had been motoring toward the entrance through the reef in the early morning hours, but had gone below for too long, and hit. Unable to motor or kedge off, they had to organize rescue tugs. This took a couple of days, because the rescue operation wouldn't start work until they had assurances that the insurance company would pay for their services. Meanwhile, the wind and seas built, pushing the boat higher on the reef and bashing her into the coral. The boat was ultimately pulled off, floated momentarily, then slowly sank in 150 feet of water. The sad crew was not seriously hurt and was able to recover many of their belongings, but the event put an abrupt end to their cruising plans.

This was the second sinking we've heard of in the Pacific. The other was a boat in one of the big rallies that had apparently hit something. They reportedly failed to attend to the damage and eventually took on so much water they sank. The crew, however, had transferred to another cruising boat.

A few miles west of Huahine, we visited the place that 'has it all' — Bora Bora. Although there are many resort hotels, the island is big enough that we were able to anchor by ourselves at a *motu* and enjoy this wonderful place as if it were ours alone.

Many cruisers are disappointed in Bora Bora, thinking it's most beautiful from the air. But the Matzke family found plenty to like there.



MOONDANCE

CHANGES

Bora Bora is usually the last stop in the Society Islands for cruisers before they head on to the Cook islands, Samoa or Tonga. Our plan was to head straight for Tonga, skipping the Cooks and Samoa. But when we headed out the pass, we had more than 20 knots on the nose — it wasn't supposed to blow from that direction — so we decided to make a convenient stop at Maupiti, which is Bora Bora's smaller sister island.

Although our stop at Maupiti was brief, it was great. The Maupitians gave us the warmest welcome of any place in the Societies. There are no hotels on the little island, and what had been there was wiped out by a tropical cyclone several years before. The islanders have largely rebuilt their homes and small businesses, often using prefabricated houses that were no doubt provided for them by the French. There were also several other cruising boats anchored off, in part because the entrance to the island is narrow and can be difficult. In fact, when we left the pass, the wind was still in a less-than-favorable direction and a set of big waves came through when we were halfway through the pass. Thank goodness for *Moondance's* twin engines! We'd never been through such steep waves before, and although we all had white knuckles, she handled it well.

While leaving French Polynesia meant leaving some of the most sought-after paradises, we were not sad to leave behind the high prices — caused in part by heavy French subsidies and wealthy tourists. We did learn, however, that the French subsidies will be withdrawn over

All the way across the Pacific, the Matzke boys have found various 'critters' to be one of the most interesting aspects of the trip.



MOONDANCE

the next few years, so there has been lots of heated discussion on how best to create an alternative economy in those places which have none. Not surprisingly, the most obvious answer seems to be tourism. The coming years may see a dramatic increase in tourism in French Polynesia — especially in the Marquesas.

An 11-day passage took us across the date line and into Tonga. We were quite fortunate to have decent winds for the trip, although sometimes a little stronger than we wanted. Some of the boats that left a few days before us had little or no wind, while others found themselves in 50-knot winds created by a fast-forming low.

Tonga has moved the date line to give them an edge for the arrival of the millennium. They make a pretty big deal out of this — which is a strange contrast to their slow and mellow approach to just about everything else. They do, however, get up early each day as much of island life starts before sunrise.

But the neatest thing about the Kingdom of Tonga is that it is a kingdom of its own, complete with a lineage of kings and village chiefs and their unique customs. It's the only place around that has never been the territory of a major world power — or anyone else, for that matter. Relying on its own economy, Tonga is poorer than its eastern cousins, however they have recently received considerable aid for public works projects such as roads and sewers. The bulldozers had quite a challenge coping with the heavy foot traffic of both the human and pork varieties. Also, the Vava'u group is the first place we've been where there is no television. It's coming, however.

It was in Tonga that we started meeting the many cruisers from New Zealand who come up to escape their winter. They, combined with a fair number of ex-pats running various hangouts and tourist businesses, provided a fun community to hang out with.

But our fondest memory of Tonga was the evening we spent as guests of the small village of Huoma for a traditional feast and dance/song performance. The village organized the feast as part of a fund-raising effort for their youth with the help of some Peace Corps workers. It was strange to sit down to a sumptuous feast with the village chief while the rest of the village sat and watched! They had never had such a feast before for *palangi* (white folks) and were nervous about it. The food,



singing and dancing was clearly from the heart, as they really wanted to put on a good show for us. It seemed that every kid over the age of five was there singing.

The Tongans have a strange but common practice whereby the dancers oil their bodies so that the patrons of the show can stick paper currency cash on their arms and shoulders. Even the chief did it. It seemed tacky by our standards, but we certainly joined in as we knew the money would go for a good purpose. As we drove off in the back of the pickup truck provided to get us to the village, nearly all of 100 villagers insisted on shaking our hands and thanking us.

During our stay in Tonga, we heard of another cruising boat going up on a reef — this time on one of the Cook Islands. In contrast to French Polynesia, the people of the Cooks quickly organized a tug and pulled the boat off with only minor damage. Once again it had been a case of the watch falling asleep while motoring close to land. The lesson seems to be to use every means necessary to know exactly where you are — eyes are important! — and stay alert when close to any hazard. We've started to use a kitchen timer to wake us if we feel sleepy when we have to go on watch. The singlehandlers



INSET LEFT, TAHIRIH; SPREAD AND INSET RIGHT, SANTANA

Family cruising. Left; The Martze mom and kids trek through the big market in Papeete. Right; The Fort family in Costa Rica before their big taxi adventure in Panama City.

also have a good trick: drink a whole bunch of liquid so that your bladder gives you a wake-up call.

Our next stop was in Fiji, which we'll write about next month. By the way, we did last year's Ha-Ha and are already in Darwin, Australia, and are about to head to Singapore. So we're moving quickly.

—jill, karl, ben and cam 11/10/99

Lindsay Christine — N/A
The Fort Family
Panamanian Surprise
(Indian Harbor Beach, FL)

[Editor's Note: This story is nearly two years old, but the lesson is timeless.]

The day had begun, as most days did at the Balboa YC in Panama, with a cold shower to wash away the sweat from the night before. And, as usual, upon stepping from the shower and toweling off, the sweating resumed. At least the brief cold water shower had been wonderful!

The expectations for the day were high for our family of four — Chuck, myself, Amy, 10, and Alex, 8 — as we had a long to-do list to complete in town. Our most

important errand was to extend our visas, which would then allow us to explore the Caribbean side of Panama without any worries about paperwork. It's not that we're procrastinators; we'd been waiting for weeks to get the visas, but had been delayed because the camera at the Immigration office was broken. But we'd been told the camera was working again — which was a good thing because both our Canal transit and temporary visa expiration were just two days away.

Although the public transportation system in Panama City is very good, we decided to catch a taxi because we had so much to do. As we jumped in, I held onto our orange shore bag which contained all our boat papers, passports, clearance papers, pet health certificate and vaccination records. Needless to say, it's a very important bag — which is why we'd made it from bright orange fabric.

When we got to Immigration, we were informed that the camera hadn't been fixed after all. We were disappointed but not surprised, as Latin America is the capital of mix-ups, miscommunications and unnecessary delays. Since the camera wouldn't be ready for who-knows-

how-long, the person at Immigration suggested we get our visa extension in Colon on the other side of the Canal.

Colon is neither safe or pleasant, so it's the last place in the world we wanted to have to run around doing paperwork. Unfortunately, we didn't see any way around it. Not wanting to make a special trip all the way across Panama, we decided we'd try to get our visas extended the morning after our transit — which would be the day *after* our visas expired. This wouldn't be completely legal, but officials can be pretty accommodating in Panama. So somewhat preoccupied with paperwork, we jumped into another taxi to go downtown to find sandals for Chuck and the kids.

We shopped at what seemed like hundreds of shoe stores, but were only able to find sandals for Alex. As a special treat to remind us of home, we stopped at a McDonalds and had lunch. Time was passing quickly, however, and we still needed to find: more sandals, extra fenders for the transit, a reliable barometer, miscellaneous parts to fix our rain-catching system, hardware to install another foredeck cleat, and groceries. If you've ever cruised, you know what I'm talking about. So with new sandals on Alex's feet and the important orange bag in hand, we jumped into another taxi and headed for a marine store.

At the marine store we found what we needed and — as is common — more. So we flagged another taxi to take us to a mall next to a large grocery store. With the orange bag in hand, new shoes on Alex, and marine bag in tow, we hopped into yet another taxi. We managed to find shoes for Amy and Chuck in the mall, and we broke them in by walking to a few large hardware stores to find what we needed for our rain-catcher. Things were looking up! The only thing left on our to-do list was grocery shopping, so we set off for the big store.

Grocery shopping is so much fun while you're out cruising because it's the one thing you don't feel bad about spending money on. After all, you *have* to have food. After grocery shopping, we looked at all the bags of groceries and other stuff and realized we needed to call yet another taxi. So, with orange bag in hand, new sandals on three pairs of feet, a marine bag in tow, hardware bags galore, grocery bags and more, we hopped into another taxi to go home.

As we neared our *Lindsay Christine*, we couldn't wait to get back to her. We were all exhausted from the long day of running around in the heat of Panama. So we quickly unloaded all of our bags

CHANGES

and stuff from the taxi and made our way slowly to the launch that would take us back to our boat. When we loaded our bags aboard the launch, I noticed that I didn't have the orange bag. I wasn't worried, because Chuck was sure to have it. When the launch arrived at our boat, I didn't see the orange bag. I looked at Chuck and he looked at me — and we both suddenly realized the bag was gone! You have no idea how terrible we felt, knowing the bag with all our important documents had been left in the back seat of the taxi!

We might have been exhausted, but suddenly our day was far from over. We thought about how we could solve our great big new problem by asking ourselves: What did the taxi look like? What color was it? Did anyone see a number or name? What did the taxi driver look like? What was he wearing? Having already ridden in so many taxis that day, our tired minds couldn't recall. Had he been the one with the gray hair and quiet voice? Or was he the one who loved loud Latino music and had stickers of women plastered all over the car? Each of us had a different answer, and each was sure he was right. We decided to return to shore to see if the authorities could help.

After many anxious and frustrating phone calls, we found out that there was basically nothing we could do to get our bag back. The taxi driver was a freelancer and didn't even work for a company. We'd just flagged him down in the street. Without any kind of decent description, there was no way to track him or his vehicle.

What's worse, the local police explained

Having had their passports, valuable papers, and money returned to them, the Fort family was able to continue on from Panama.



LINDSAY CHRISTINE

that U.S. passports were valuable on the black market, worth several hundred dollars each. Our minds reeled with many unpleasant thoughts. What type of person was our driver? We thought of going back to the grocery store to see if he'd returned it. We thought of all the time and money it was going to take to replace all the important papers. We had copies of most things, but not our visas or boat clearance papers. With our visas running out, it would be impossible to extend them with only copies of our passports. Besides, our transit was in two days!

Chuck began to call around to find out about replacing everything. It would be expensive and take quite a bit of time back in the U.S., but in Panama it was going to be much worse. We were so disheartened! Forlornly sitting on the sidewalk outside of the yacht club, we watched a cab approach and then a vaguely familiar driver get out. He said something we didn't understand in Spanish. Then he opened the trunk to reveal our orange bag! We all bubbled over with joy and relief, thanking the driver profusely, and tipping him more than a day's pay.

As I clutched the orange bag close to me, we couldn't help but all laugh. Latin America — you never know what to expect!

— theresa 2/15/98

Rhapsodie — Marquesas 53 Sam, Caren, Rachael, Dana Edwards En Route To American Samoa (Portola Valley)

I always wanted to be a cover girl, and now you've done it for us, putting a photo of our boat on the cover of the October issue. Thanks! Right now I'm on a perfect cruising high, sailing along under a full moon with only the spinnaker up, making seven knots in 15 knots of wind from astern. Everyone else is asleep. Sometimes it doesn't get any better.

We just had an incredible visit to Palmerston Atoll, where a planned stop of just one day turned into a week. If we weren't the last boat headed west for the season — and out of fresh food — we might have stayed longer. A highlight of our trip, Palmerston is a gorgeous atoll that's as pretty as the best of the Tuamotus. In addition, it has a pristine reef and no tourists, and the locals are charming and hospitable.

All 50 of the inhabitants of Palmerston are descended from one man and his three wives, all named Marsters. There is no airport, and the supply boat only



comes by twice a year — so the only contact the locals have with the outside world is through cruisers. Part of their original charter was to be gracious hosts to sailors, so we yachties get adopted by one of the three families when we arrive. As soon as you enter Palmerston waters, a skiff appears and you are shown where to anchor. You're then taken to Home Island, where you are expected to dine with your host.

We were invited repeatedly to stay ashore at our host's home. Mike, our crew, and the kids stayed ashore, giving Sam and I some private time on the boat. But otherwise we were entertained by our hosts: *motu* picnics, fishing trips, building huts, raising sea turtles, birthing babies — we were included as part of the family in every aspect of island life.

While there, we met two marine biologists from Whale Research in Brunswick, Maine, who are studying a newly discovered whale population in Palmerston, as well as the sea turtles. We were expecting to meet them in the Pacific sooner or later because we had been introduced through one of their cousins in California. We got



BOTH PHOTOS BY RICK WEBER



Even more family cruising. Spread; 'Rhapsodie' at anchor in the Marquesas. Inset; The Edwards family at a Pearl farm in the Tuamotus.

a warm reception from them — and their host family. The only other cruisers we saw at Palmerston were a family we'd met in Papeete. They'd built their own hut with the help of the islanders, and had already been living ashore for two weeks! They hoped to stay on as teachers for the next six months!

The Palmerston population is really special in the way they share their food and their island with cruisers. In turn, they hopefully get some of what they need from cruisers. Fresh produce can't be grown on the island because of the lack of proper soil, so the local diet is primarily based on coconut and fish. As a result, all the fresh food that yachties can bring is welcomed. In any event, the arrangement works and makes Palmerston a truly special place. When we left, we exchanged presents and all had tears in our eyes. Our daughter Rachael and an 11-year old island girl had become wonderful friends, and Rachael begged us to let her stay for a year! She cried and cried

when we had to leave.

It's interesting how the Palmerston islanders have maintained their culture of gift-giving, hospitality, and warmth, and have received what they need from the cruisers without money ever being mentioned. The cruisers give whatever they can or see is needed, and give from their hearts. In contrast, at Baie de Vierges, a gorgeous village on the fertile, isolated, island of Fatu Hiva in the Marquesas (also without an airport), the people look at cruisers primarily as a source of goods. The locals follow you around asking for items they desire or want you to buy. I was pickpocketed by a local girl, and one of the cruisers had their dinghy engine stolen.

Cruisers should bear the burden of their effect on places like Baie de Vierges. There are many boats that visit Fatu Hiva since it is the first landfall in French Polynesia coming from the Galapagos. Cruisers have not respected the culture of gift-giving, and have insisted on paying cash, for example, when fruit is offered as a gift. Or they've offered expensive gifts — such as perfume or Scotch — in exchange. There have been enough boats visiting that the people in the vil-

lage now expect valuable goods or cash for all exchanges. And their interest in hard liquor is high.

The only other village on Fatu Hiva is rarely visited by cruisers, because it is a poor anchorage. We visited there, however, and received a very warm welcome from the locals. There was no hustle and a village elder hosted us to a wonderful lunch. So pass the word that Palmerston Atoll is a bad anchorage — there is no pass into the atoll, and you must anchor on the fringing reef — so that the number of cruisers will not overwhelm this beautiful society.

We stayed in French Polynesia for four months, as it is easy to be seduced by its beauty. Our adjustment to the cruising life has been difficult — but worthwhile. We are sailing with only one crew now, which feels right to us. We plan on summering in Fiji and should arrive by the middle of November.

— the edwards 11/11/99

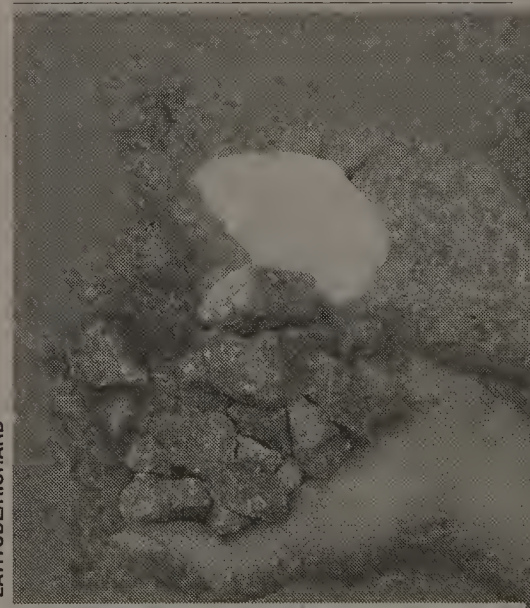
Paradise — Ericson Cruising 36

Manuela Olshefski

**Paradise In Puerto Vallarta
(Los Angeles)**

My husband Sid and I have been cruising since October of '97 and absolutely enjoy staying at any anchorage — especially when ours is the only boat around. We don't like marinas very much — at least we didn't until we moved in to Paradise Marina Village in Nuevo Vallarta. This hotel and marina should not be confused with Nuevo Vallarta Marina, which is across the channel and, in our opinion, unsafe in many ways.

Beware of cheap imitations! If someone tries to give you a 'stone massage' using whipped cream and driveway gravel, you're not at the Paradise Resort & Marina.



LATITUDE/RICHARD

CHANGES

Not only is Paradise Marina the most friendly marina we've been in, it's also part of a beautiful and superbly maintained oceanfront resort — that includes a luxurious European style spa. The scenery is just breathtaking, as you have majestic mountains in the distance, jungle across the water in back, and the ocean in front. Furthermore, there's none of the noise and tourist crowds of nearby downtown Puerto Vallarta.

Paradise Marina has constantly been adding slips, all with electricity, potable water, cable TV, and big dock boxes. And get this: every morning the dock boxes are wiped down and the docks are hosed off! Dick Markie, formerly of the Central Valley, Alameda, and Marina Mazatlan, is the harbormaster, and his assistants are Wilma and Manuel. They do an incredible job keeping us all happy and making us feel at home.

One of the great things about being a marina tenant is that all the hotel's amenities are included free. There are, for example, the three incredible pools, two with waterslides and hot tubs, and one a quiet lap pool. Then there's the miles-long sand beach, with good waves for body surfing, boogie boarding, and sometimes even surfing. Did I mention marina tenants get unlimited use of boogie boards and surf kayaks, and get to use as many fluffy beach towels as they want?

If any cruiser wants to get back into shape or relax a little more, the resort's activities staff has an endless number of classes in things such as yoga, water aerobics, stretching, and countless activities such as basketball, beach and pool volleyball and dancing lessons — the list is huge. There's also a kid's club, which is right across the street from the resort's zoo — which has a couple of tigers.

Depending on the night of the week, the disco offers casino or comedy night, '50s or '70s parties, karaoke night, and every Sunday there is a party welcoming the new arrivals. The Sunday night event is the most popular with cruisers because there are free drinks and snacks. The resort also has two indoor-outdoor restaurants, and a large lunch and snack facility right on the beach. The prices are reasonable and the food is good. Don't miss the champagne brunch on the patio on Sundays.

Getting into Puerto Vallarta is easy, as the hotel provides its own taxi service. We prefer the public bus transportation, however, which runs every 20 minutes, and at 90 cents is a lot cheaper. It takes about 20 minutes to get to the airport, Marina Vallarta, or Sam's Club, and another 10



After a great day of sailing, there's nothing better than to jump into a pool for a quick dip, sit down to lunch right on the beach, and top it off with a sunset pedal-boat cruise up the lagoon to look for crocs. Paradise Marina has it all.

minutes to get to the heart of downtown. Local buses in Puerto Vallarta are just 25 cents.

The most luxurious thing at Paradise Resort and Marina is the spa. They have the latest of every type of workout equipment and exercise machine as well as saunas and private jacuzzis — and everything is first class. In addition, they have a beauty salon that offers various kinds of massages and aromatherapies.

I couldn't pass up the spa's newest technique, the LaStone Massage, which involves the use of basalt riverbed stones, accupressure, shiatsu and aromatherapy. The stones — which are different shapes and sizes, and warmed to 140° and chilled to 0° — are an integral part of this unique massage. Within minutes of having the first stone applied to your body, you become completely relaxed. Stones are placed on either side of the spine, on the top of the forehead, down the middle of the chest and stomach, under the palm of the hand, knees, ankles, and between each toe. Then the massage starts with the smooth, sleekness of the warmed

stones gliding across the body, providing a feeling of soothing comfort and relaxation. Then hot and cold stones are intermixed, which is very stimulating. You would think that the very cold stones would be a shock to your body. On the contrary, they feel like the very first satisfying sip of ice-cold water. Toward the end, both the hot and cold stones are used together. What a super treatment! Yes, I got 'stoned' in paradise, and my only regret is that it eventually had to end.

I'm not much for spa stuff, but I've been to a few — and this one takes the cake. You don't just get spoiled rotten at Paradise Resort and Marina, you get pampered as well. What a wonderful place for cruisers — especially for those of us who spent the hurricane season here.

— manuela

Readers — Latitude kept Profligate at Paradise Marina last winter, and was as impressed as Manuela. If there's one thing she left out, it's how superbly the facility



SPREAD AND LEFT INSET, LATITUDE/RICHARD. RIGHT INSET, LATITUDE/CHRISTINE

is maintained. The resort was built and is operated by Mr. Graziano, an Italian who emigrated to Canada before getting into the resort business in Mexico some 20 years ago. He and his family live and work on-site each day, and the results of their personal supervision are everywhere. The only bad thing we have to say about Paradise Marina is that it's so comfortable and relaxing — they have special showers, kitchens and outdoor BBQs for marina tenants — that you almost don't want to leave. If anyone is looking for a great place for friends to visit them in Mexico next spring, Paradise Marina would be the place, particularly during the Banderas Bay Regatta March 23-26. The cruising just to the north and south is excellent also.

Marinas in Mexico have traditionally been quite basic. But the two newest, Marina Paradise and Marina Ixtapa, are the most upscale of all.

Sea Glass — Hallberg-Rassy 352 Mike and Vicki Spinelli The Rat Story (San Clemente)

Our fellow cruisers know nothing of

this story, so don't tell. We're afraid of having unwanted guests — vermin, not humans — aboard our boat. The worst would be a cockroach infestation. As such, all fresh fruit and vegetables are dipped in saltwater to drown any vermin before it can come aboard. And all cardboard boxes — notorious for containing thousands of cockroach and beetle eggs — are left ashore. The thing with boats is that they have so many nooks and crannies for little things to hide in, you can almost never get them out. And once you get an infestation, you become an outcast with other cruisers. They won't come to your boat, and they don't want you on theirs. You become a floating leper colony.

While at the island of Ahe in the Tuamotus, we heard a strange noise on our boat in the middle of the night. Vicki, the bravest, got up and investigated. When she turned into the galley, she felt something crawling up her leg — and naturally screamed at the top of her lungs. We quickly discovered that there had been some nibbling on some cheese wrapped in cellophane. The noise we'd heard was the cellophane.

Cockroach? No way, said Vicki. She figured it was a rat. Judging by the size of the teeth, I guessed a mouse. Plus, it didn't sound as bad as a rat. How did he get aboard? After all, we hadn't been tied to land since we left San Diego. He must have come aboard with some trash from a potluck we'd had on the town wharf.

Vicki got a little frantic, so I tried to settle her down by saying, "Tomorrow we'll go to town and buy a mousetrap." We looked up 'mouse trap' in the French-English dictionary: *souriciere*. After cleaning up the little rat turds and hiding the food, we went back to bed. Then we heard a new noise under the bunk. The vermin was gnawing on the wood under our mattress! Up again, we ripped the bed apart — just in time to see his tail disappearing down below. It was definitely a rat. That was sleepless night #1.

The first thing next morning, we visited the little store to purchase *le souriciere*. Nope, they didn't have any traps. We talked to a girl we'd met earlier. Nope, no traps. We couldn't ask our fellow cruisers because we'd be far too embarrassed. Disheartened, we decided we had to make our own trap. That night we placed a one gallon water jug in the sink. We put a hole in the side, and baited the bottom with cheese. The idea was the rat could get in, but not out. I would sleep in the salon to keep an eye on the bottle. All

night I listened and remained ready to pounce. Even though it was sleepless night #2, when morning came the cheese was gone. Somehow the rat had swiped the cheese when I briefly dozed off!

The next day we decided to seal all of the openings to the inside of the boat. Our new plan consisted of waiting until nightfall, then setting a 'cheese trail' out into the cockpit and ending on top of our cabin hatch. We would lay in bed watching the cheese, and if we had a bite, run to the salon and shut the hatch, thus sealing the rat out of the boat. We must have dozed for a second, because suddenly the cheese was gone. We jumped up and slammed the hatch closed — not knowing if the rat was inside or out. We also realized it was 95° inside and we were trapped in our boat. That was sleepless night #3.

The following day we were preparing to leave for Rangiroa when I started to raise the main — and came face to face with the rat. He was sitting on the boom under a fold in the sail! The rat and I both froze. Then I swiped at him with my hand and yelled at Vicki to close the hatch. He then ran towards the stern at a blinding speed. Vicki never saw him, but closed the hatch. I told Vicki that the rat ran right off the stern, scared to death. She had her doubts.

There was no sign of the rat all the way to Rangiroa.

Nonetheless, when we anchored at Rangiroa, Vicki still wanted to buy traps. In fact, she was adamant. You must realize that by this time we were coming apart at the mental seams. Vicki wanted to go home. She thought I was a rat. We couldn't talk to friends. We got little sleep.

Finally, we discretely inquired where

It's unfortunate, but sometimes cruisers are forced to chart a new course with a cheesy rat trap. Better the rat than your wiring.



LATITUDE/RICHARD

CHANGES

the store was. It was on the other side of the island. This is when we paid \$35 for motor scooters to get the traps. Unlike the store at Ahe, this one had a full selection of anti-rat armament. We bought our arsenal and ran back to the boat prepared to do battle. Naturally, we had to hide the goings on from our friends, who by this time must have noticed our odd behavior.

Remember, we no longer knew if 'Ratso' was still aboard. Ever the optimist, I was betting he'd committed suicide by jumping overboard when I scared him. Nonetheless, we selected two weapons. First, a triad of traps baited with his favorite cheese. Second, a large sticky tray that we also baited. The idea was that he'd go for the cheese and in the process get stuck in the goo.

Not 10 minutes after we went to bed, there was a commotion in the galley. I ran out to find the sticky tray out of position, the bait gone, and no rat! So much for the sticky tray — which I placed on the cockpit sole for disposal in the morning. And off I went to bed.

Ten minutes later and — bang! There went the trap again. I bounded out of bed and yes! there he was, eyes wide open staring at me, twitching. I couldn't tell if he was wounded or just stunned. I grabbed a towel, threw it over him, then grabbed the trap, rat and all, and jumped into the cockpit. Whack — I stepped right into the sticky tray! But without breaking stride, I tossed Ratso and the trap overboard.

Vicki and I were overjoyed. In fact, we were beaming — except for the fact that I had a huge sticky tray firmly stuck to the

It's normally good karma to have a Buddhist outlook toward mice and rats — but not when aboard your boat.



LATITUDE/ANNIE

bottom of my bare foot. After an hour spent cleaning my foot, we had cocktails to celebrate — and finally got a good night's sleep.

— mike & vick

Adia — Lagoon 37

Peter Lange

Cabo To La Paz

(San Francisco)

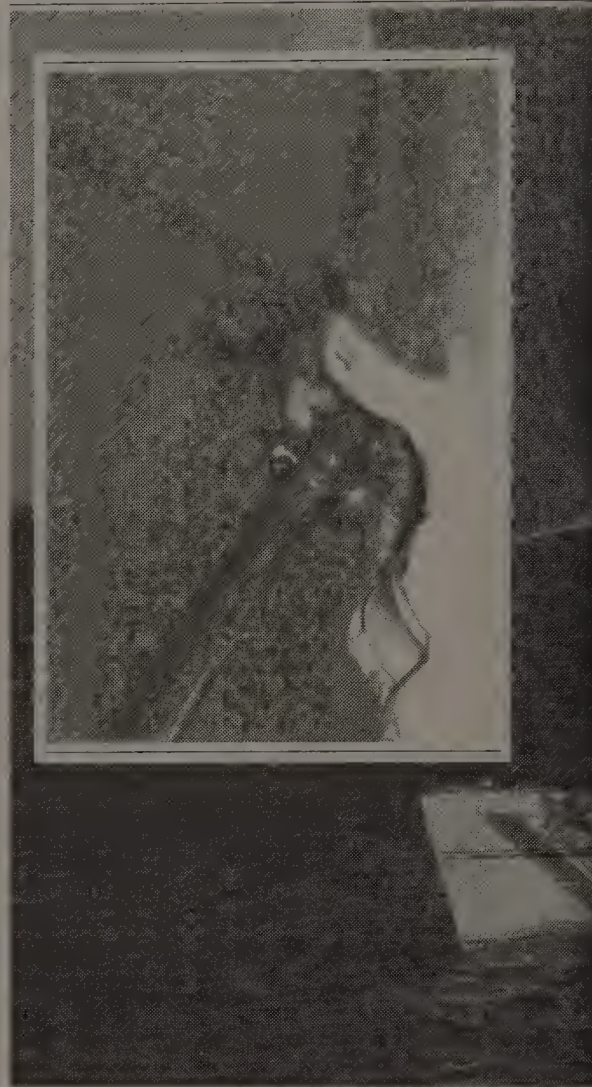
Thanks again to the Grand Poobah aka The Wanderer and the rest of the folks who made the Millennium Baja Ha-Ha possible. My crew and I had the time of our lives, and coming in first in our division was the icing on the cake! The downwind run from San Diego to Cabo San Lucas had been so much fun, I didn't even think much about the 135-mile mostly upwind trip to La Paz. In fact, I somehow assumed it would be a motorboat trip. However, it turned out to be much harder than any of the three legs in the Ha-Ha.

It started out innocently enough at 0800, when we motored out of Cabo San Lucas Bay at seven knots in a flat calm. But when we rounded Punta Gorda several hours later and lost the lee of the peninsula, the wind picked up and things started to break. With 15 to 20 knots of wind out of the north — and right on the nose — we decided we would do a little upwind sailing instead of motoring directly over the wind chop. But as we raised the main, I noticed that the strap at the top of the main had worn through. So we dropped the main and I climbed up on the mast to sew on a new strap.

When we got underway again, we were launching off waves at eight knots and more, and having a great time — until the jib halyard broke. Wrestling the jib down in the wind and chop was exhilarating, as we got completely inundated while standing on the forward net.

Our intention had been to continue on to La Paz, but since we were only eight miles from the anchorage at Los Frailes, I decided we should pop in there to run a new halyard so we could resume the sailing. But on the way in, the GPS went out. After a little deductive reasoning, I concluded that all the wave launches must have knocked a wire out. When I checked the back panel, I found that that was exactly what had happened. By this time, the majority of the crew were feeling a little seasick, so they welcomed the decision to stop in Frailes.

My plan was to stop for only two hours



in order to replace the halyard and have dinner. Then we'd proceed on through the night to La Paz. But when I went up the mast to replace the halyard, I noticed something bad: half of the fitting that connected the forestay to the mast was broken and about to come apart! Thank God the jib halyard had broke, for if I hadn't gone up there we surely would have lost the mast before long.

Even though I had never run into them at any of the Ha-Ha events, I contacted our Ha-Ha 'friends' aboard *Amaden* anchored near us to let them know of our situation. We advised them that we'd be continuing through the night in hopes that the seas would settle down and make for a relatively easy motor trip. We agreed on a 0730 radio check to let them know how we were doing. *Aequanimitas*, another boat that had been in the Ha-Ha, came back and said they would listen for word from us as well. If things got nasty on the way, we could always duck into the anchorage at Muertos or turn around for a run back to Los Frailes.

After connecting two halyards as back up 'headstays' and enjoying a fabulous Italian dinner, we headed out into the night. We immediately discovered that our



LATITUDE/ANDY

Spread; 'Adia' enjoying the downwind sail to Cabo. It was tougher sailing up to La Paz. Inset; the failed forestay fitting that was found in time.

bow lights had also been taken out earlier in the day by the water coming over the bows. After taping my dinghy's bow running light to the front of the mast, I settled in for my watch. The seas were still choppy, but the wind had eased some, so we managed to make good headway under power.

About 2330, the substitute bow light batteries ran out of juice. After replacing them, I went off watch at midnight. I had a hard time sleeping, however, as I was concerned about both the headstay and the resolve of the crew. After a fitful rest and many brief moments of consciousness to make sure we were still on course, I awoke for my 0600 shift to find that we had successfully made it into the Canal de Cerralvo. The wind had dropped below 10 knots and the seas were much calmer due to the protection of Isla Cerralvo.

After putting out the fishing lines, I relaxed with my watch partner to enjoy the sunrise to the East — only to look behind us and see some whales spouting in the distance. I tried to reach Amadon

and Aequanimitas on the radio at 0730 as planned, but our excellent progress through the night had taken us out of range. When we were able to pick up the La Paz net at 0800, I knew we were almost to our destination.

As we traversed the Canal de San Lorenzo, just 15 miles from La Paz, in relatively calm conditions, I thought about how fun and challenging the passage had been. It was a good feeling to know that we had all we needed onboard to address the problems that continued to be thrown at us, but it was also really nice to know that our 'friends' from the Ha-Ha were concerned and watching out for us. Thanks to the Poobah for showing us how to work together with our fellow cruisers for encouragement. I'll never forget this trip to La Paz, and I'll always treasure the memories of the Millennium Ha-Ha!

— peter 11/11/99

Peter — Thanks for the kind words.

Back in the early '80s, we did a couple of the Long Beach to La Paz races with our Freya 39. After some 850 miles of downwind sailing under the chute, it was

always an abrupt shock to have to put the white sails up, heel over, and beat to weather for 135 miles. No wonder that version of the race died long ago. Downwind sailing versus upwind sailing? If you sailed 1,000 miles downwind and 1,000 miles upwind, we think 80% of the wear and damage to the boat would occur on the upwind leg. It's hard on boats and on crews.

**Gaia — Morgan 38
William Gloege
Cruising in Central America
(San Jose)**

We began our cruise in May of '96, departing beautiful San Francisco Bay in the early morning and turning left. Now, with over three years of cruising beneath our keel, we feel experienced enough to pass on some thoughts and suggestions. Our boat is currently in southern Costa Rica, and she seems like a long way from home. It also seems as though we've been out for more than three years.

Cruising is both agony and ecstasy. For my wife and I, the agony has mainly had to do with boat problems. Once you're south of Mexico, your boat really gets put to the test as you're typically faced with seemingly endless hours of motoring at high enough speeds to make your next stop in the planned time. Traveling during the night is a given, and the ports are far apart. If some part of your boat has a potential to fail — the motor, rigging, rudder, etc. — this is where it will likely happen. It's the strain — and the fact that many of us travel in boats that are 10 to 20 years old.

The weak part of our boat turned out to be the engine, which developed a se-

Great sunsets are part of the ecstasy of cruising. Having to fix bilge pumps in the middle of stormy is part of the agony.



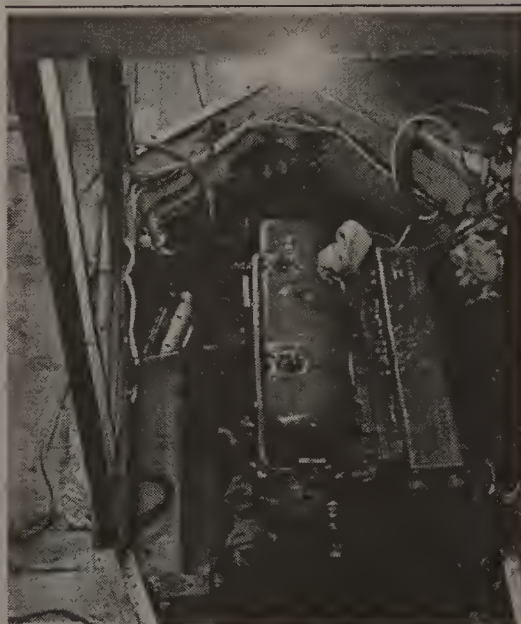
LATITUDE/RICHARD

CHANGES

vere case of oil consumption. We went through many so-called mechanics before the problem eased. Caution: Once you leave Mexico, parts and mechanics of any sort become incredibly scarce.

Another source of the agony was the weather in Central America. During the months in which we travelled — April, May and June — there are big thunderstorms. You might be able to avoid them by ducking into port early every afternoon, but the problem is that there aren't very many ports south of Mexico. So you must either keep going through the thunderstorms or not go at all. And you must do overnights — sometimes several in a row — which means you'll be out in big waves, lightning and water cascading from the sky.

The ecstasy of cruising is being on the water and out in the natural world for so much of each day. The further south you go, the more glorious the sunsets seem to be. The land gets greener as you leave Mexico, until you reach Costa Rica where the greens are so vivid they almost hurt your eyes. Unfortunately, the water isn't always clear, but in some places it is —



LARRY GILBERT

When searching for agony on a boat, the place to start is the diesel. If it's poorly maintained, it can lead to an ocean of heartache and expense.

such as in northern Costa Rica. Our inland trips have been fantastic, too, particularly in Guatemala and Costa Rica. Chichicastenango in Guatemala is a trip into the distant past.

Cruising is rough, and there is a price that's extracted from your mind and body. But you know you're alive and you remember each day because it's so different from all the others. Life in general becomes more memorable, unlike, say the world of work, where the years pass by in a blur.

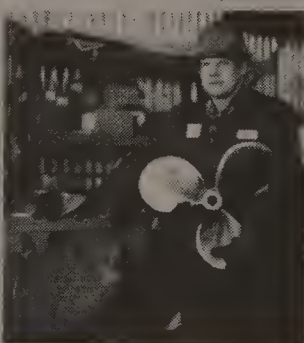
So we recommend that folks do go cruising — remembering that there's a 500-lb gorilla out there and he's going to beat the living daylight out of you. You will get bruised and battered, but don't give up, as you'll get better all the time. Ultimately, you'll get in tune with this totally different way of life — at which point you'll feel more alive than since you were a child.

— bill 9/15/99

Readers — No matter if you travel by bike, car, plane or boat, breakdowns will always be a source of misery. So take the time to make sure your vehicle's basic systems — as opposed to the stereos, coffee-makers and other luxuries — are in excellent working order. It's also good to become confident and comfortable making over-

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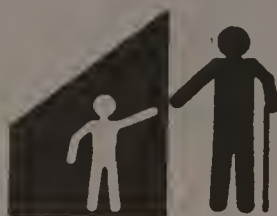
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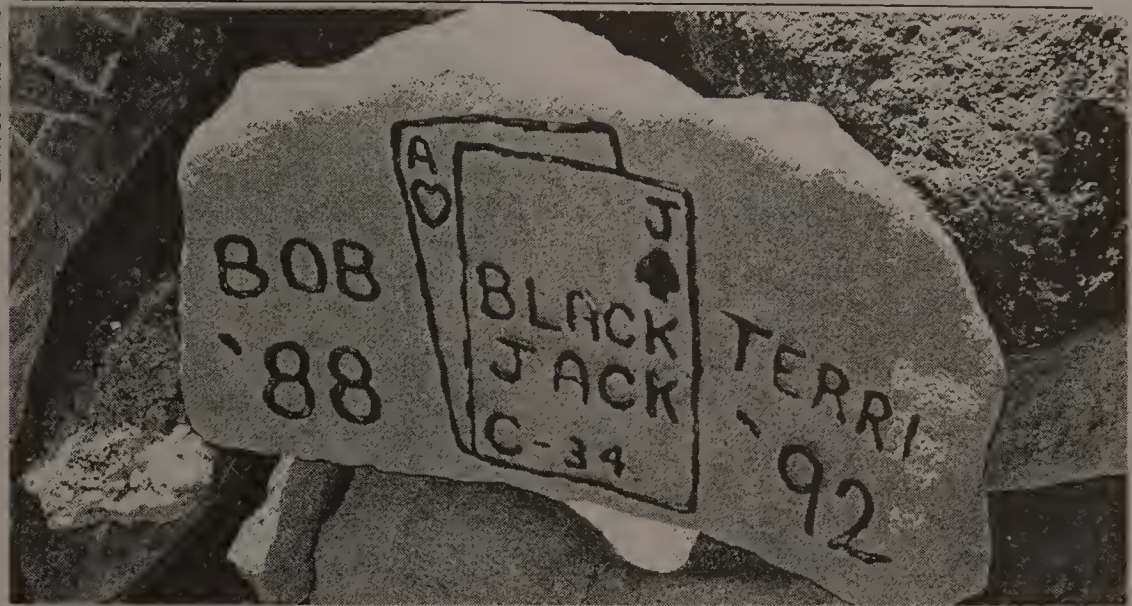
night passages. For one thing, it usually takes three to four days of daysailing to cover the same ground you would in an overnight. Secondly, some of the best days of your life should be sailing nights at sea.

Cruise Notes:

Sold out in La Paz! Right after the Baja Ha-Ha, **Marina Palmira** of La Paz sponsored a **La Paz Ha-Ha Rally** to bring much of the fleet up to that city. Were they ever successful! As of the 20th of November, both of the main marinas — **Marina Palmira** and **Marina de La Paz** — were full and had waiting lists. Ed Vergara even had boats moored in front of the future site of the **Marina Santa Cruz Bay**. As for the party at Marina Palmira, there was free food and cheap beer for all the guests, who reportedly partied well into the warm night. The next big stop on the cruiser circuit? **Thanksgiving** at Marina Mazatlan.

Reader **Phil Gross** has a complaint: While camping in a small cove near Baja's Agua Verde in October, I had an **unpleasant experience involving some cruisers**. I hadn't been out that way for five

LATITUDE/RICHARD



Here's an example of a tasteful memento left at the 'cruiser shrine' at San Juanico. But how many such shrines are too many?

years and remembered it quite fondly — including the 'yacht club'. Back then the beach was spotless and the small building was nicely painted. But my memories were quickly shattered when a dinghy —

loaded with three cruisers and six bags of trash — came ashore from one of the anchored cruising boats. When I saw that the cruisers planned to leave their trash on the beach, I explained that it was unacceptable as the trash would probably still be there after we were all dead. The only responses I could get from them were that: 1) They were under the impression that someone — although I have no idea

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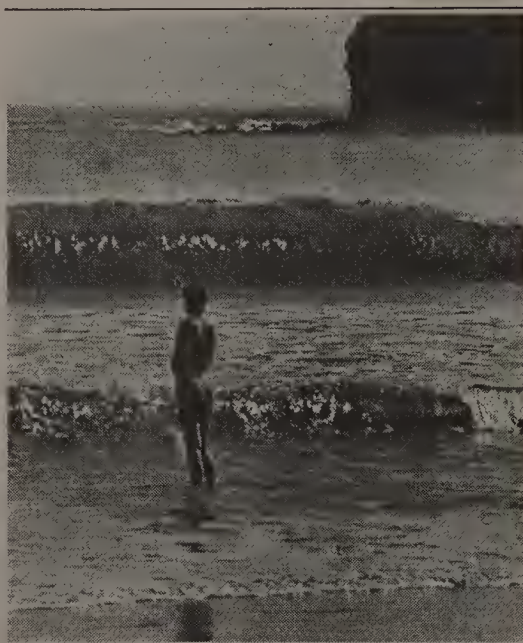
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who they thought it might be — would come out and clean up after them; 2) 'All the yachties do it'. My argument that they'd never think of doing such a thing back home had absolutely no effect. They left the trash!

"The yacht club building also looks different now as it's covered in graffiti — largely from cruisers who seem to have a need to leave a record of their passing. When some people came ashore with the apparent intention of updating their markings, I tried to explain that not everyone might be as enthusiastic about the leavings. Although they left without adding to the mess, I got the impression I hadn't changed their opinion. I personally can't see much difference between what they wanted to do and what people do to the rocks of Cataviña or the overpasses of San Diego. Those people think that what they're doing is pretty neat, too.

"Anyway, the statement that 'all yachties leave their trash on the beach' has left a very bad taste with me. Maybe *Latitude* could do an article about the etiquette of boating in wilderness areas — which is what Baja is. You might also ex-



LATITUDE/ANDY

The islands and beaches of Baja — both in the Sea and on the Pacific side — are fantastic. Let's keep 'em clean!

plain to those unfamiliar with deserts how even such 'biodegradable' elements such as paper can last for decades."

Actually, Phil, we ran an article about the proper disposal of trash in Baja in the

last issue. In case anyone missed it, the fundamental rule ashore is clear: 'Take only photographs, leave only footprints.' Anyone who violates this basic rule should be politely but firmly called on it. And please, let's not have anyone fall back on the pitiful argument that it's all right to leave garbage because the Mexican fishermen do.

The business about leaving boat names or boat art is a little more complicated in that it's been a nautical tradition for centuries — and is clearly welcomed in some places. As for whether it's appropriate for Agua Verde or not, we suppose it all depends on who owns the building and whether they approve of it. It's worth noting, however, that such artistry is encouraged on many restaurant walls in Mexico, and there's long been a modest and tasteful 'cruiser shrine' in Baja up at San Juanico. Might they not be enough?

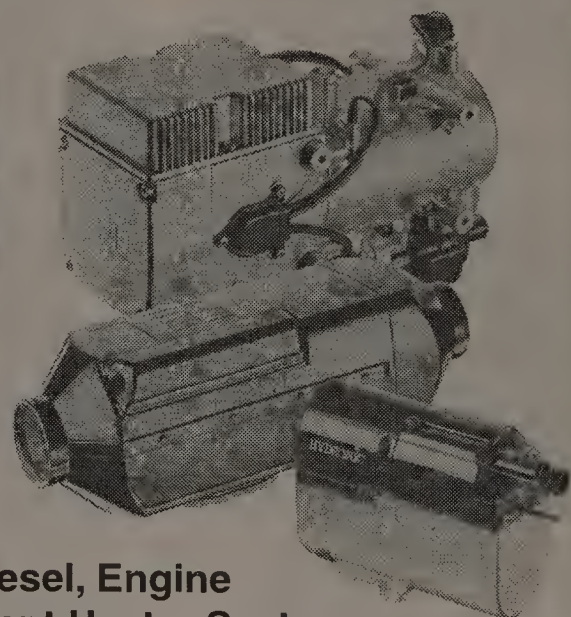
George Backhus of the Sausalito-based Deerfoot 62 **Moonshadow** has the following word of caution for any yachties planning on international cruising: "As many are aware, LPG cylinders must be in-

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spected and recertified 10 years after the date of manufacture. I had mine done by a so-called 'professional' service agency in Richmond in '96 before sailing to Mexico and across the Pacific. They stamped the top of the cylinders with the date of the inspection, and then refilled them. No problem. Last week, however, I took one empty cylinder to Gasworld here in Auckland, New Zealand, and they indicated that the tank was again in need of inspection. When I called to retrieve the cylinder, they said that the stamp in the body of the cylinder had breached its integrity. As such, they not only couldn't fill it, but had to confiscate it! As a result, I got to buy two new cylinders. Perhaps the Kiwis are a bit overcautious about such things, but the damage was preventable. Perhaps there are other countries that have similar regulations. Anyway, when you have your LPG cylinders inspected, make sure the stamping is done on the handle of the cylinder rather than the body of the tank."

"In *Latitude's* October list of email addresses for Mexican marinas," write Jack



F/STOP FITZGERALD

First 'Jose', then 'Lenny', now a couple of hundred crews like this coming across in the ARC. God have mercy on the Caribbean!

and Betsy of the CT-49 **Saoirse**, "you had an incorrect address for Marina Vallarta. They can be emailed at <marvta@prodigy.net.mx>. In addition, the <golf&mar@sidek.com> email address

— which was given for several marinas — doesn't seem to be valid." Thanks for those corrections. Trust us, keeping up with functioning email addresses in Mexico is a never-ending challenge.

How many **cruisers are there in the Caribbean**? Andrew Bray, editor of England's *Yachting World*, estimates that about 1,000 boats, "most fairly modest cruising boats", cross the Atlantic to the Caribbean each year, and that another 1,000 come down from the United States. In addition, he estimates there are 850 charter boats, for a total of about 5,000 boats and 20,000 sailors. There might be more boats than ever in the Caribbean this year, as the European and U.S. economies are robust, and it's the faux millennium. One indicator is that the ARC (Atlantic Rally for Cruisers) — recently taken over by Chay Blyth and *Yachting World* — expects a record fleet of 250 boats to cross the Atlantic.

How many **cruising sailboats sail to Mexico** each year? It's hard to say, but we'd put the figure at about 400 to 600. Plus there's probably already 1,000 down there. But those are only guesses.

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CHANGES

"I'd like to reintroduce myself," writes Joe Larive of the Fresno-based Hunter 40.5 **LaRive**, "as I was the winner of the prestigious 'Tow Truck Award' in the '98 Ha-Ha. Both my boat and **Tadita**, the one we towed, are doing well and staying close to our Mexico homeport of Puerto Vallarta. Last season, however, I took **LaRive** up to San Carlos for the summer — where I was very happy with the **dry storage** care there. During my trip north, I spent two nights in the San Blas Harbor. Capt Norman Goldie of San Blas Net fame had assured me that the **no-see-um** situation was overblown and that just a little bit of care and bug screens would do the trick. Well, I lathered myself with DEET, put screens in every port and hatch, and made sure we were back on the boat prior to sunset. I still got over 200 bites! As you might imagine, the next five days weren't pleasant. Interestingly enough, my fellow crewmember had less than five bites. Nonetheless, when I returned to Puerto Vallarta from San Carlos, I gave San Blas a wide berth. I really like the area, but the 'price' is just too high for me. We'll be

leaving for Panama soon and hope to be blowing bubbles around Isla Roatan come March."

Boats at sea are probably the best place to commit the '**perfect crime**'. After all, there are rarely any witnesses, bodies often have to be disposed of before authorities can examine them, and there's plenty of time to eradicate or cover up incriminating evidence. What brings this to mind is the death of 28-year-old Alan MacLean, who was crewing aboard the French yacht **Correlation** to complete a hitchhiking trip around the world. The boat's French skipper, Phillippe Sorel, told authorities that his boat had been attacked by five men aboard a high-powered boat on September 11 not far from Socotra, a Somali island near the approach to the Red Sea that has long been notorious for pirate and terrorist attacks on yachts. Sorel claims that he and his two crew — which also included the Moroccan woman Badia Lemni — were or-

dered below by the pirates. But then MacLean inexplicably went topside to confront one of the attackers. Sorel says MacLean was shot through the head with an AK-47, and that he had to quickly bury his body at sea because of the intense heat.

MacLean's family has requested an investigation because of several suspicions: 1) Sorel has told differing accounts of what happened; 2) It's hard to believe that the attackers would leave two witnesses with a VHF radio; and 3) No bullet holes or other signs of struggle have been found on **Correlation**. MacLean is believed to have paid \$1,500 for a crew position that started in Freemantle, Australia, and was to have taken him to the Med. He'd sent an email from the Seychelles telling his family he was going to leave the boat because the skipper and an Aussie crewmember came to blows while high on coke. French officials have detained the boat to investigate, but it's going to take a lot of circumstantial evidence to get a conviction. So no matter if you're the skipper or the crew, be careful out there!

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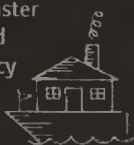
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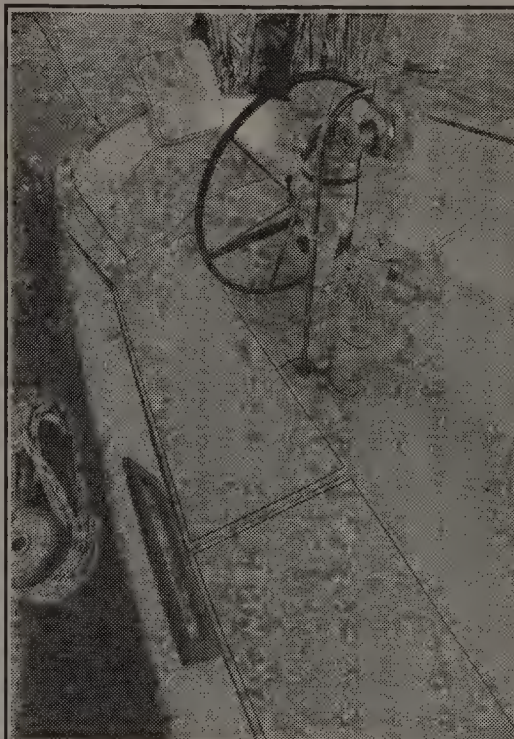
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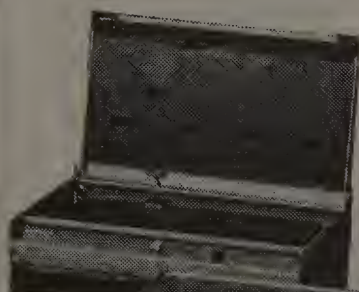
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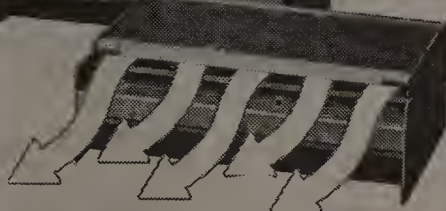
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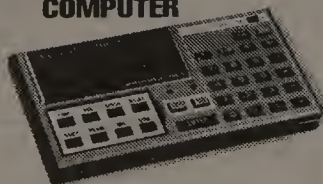
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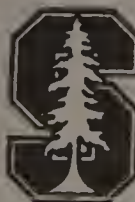
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(650) 364-1292

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10-FT CARIBE, 1994. Hard bottom with 15 hp Evinrude. Excellent condition. \$2,000. Malibu 2-person sit on kayak. \$500. (559) 252-7634.

TINKER SURVIVAL PACKAGE. For Tinker Tramp inflatable. Includes inflation canisters, canopy & sea anchor. \$900. (760) 345-0027.

NEW AVON INFLATABLE WITH MOTOR & gas tank. Model R285 with roll-up floorboards, Nissan 8 hp outboard, storage bag, pump & oars. All for \$1,500. Located at Sausalito, Clipper Yacht Harbor. Please call (650) 851-3815.

1996 WEST MARINE 9' 6" INFLATABLE with 5 hp Nissan outboard. Great shape. \$900. Call (510) 527-8913.

10-FT RIGID INFLATABLE DINGHY with outboard, trailer. Caribe C-10 resides in garage, looks new. 15 hp Honda (electric start, fresh water use only). Numerous extras, perfect Baja tender. Pacific trailer with 6-ply tires. \$4,000. Might sell items separately, negotiable. (650) 593-4371.

AVON: model AVB-2.81 9'2", two years old hard bottom (RIB) with all accessories, oars, pump, seat & seat cover w/storage bag underneath, lifting sling & repair kit, and 8 hp motor (2-stroke), \$1,750. Liferaft: Beaufort 6-person, valise/racing model, new in '97, cert due 8/01. \$1,500. Please call (831) 332-5333.

CORONADO 15 WITH TRAILER. Hull in good shape; sails exit, used 6 times. Complete, ready to sail, trapeze rig, registered. EZ Loader trailer in exit condition, new lights. \$1,250 obo. Please call Andy, (415) 383-8200, ext. 112.

12-FT ACHILLES INFLATABLE. 35 hp Mariner o/b. \$3,500. (707) 765-4890 or kunslaw@sonic.net

CORONADO 15 WITH TRAILER, boat cover, trapeze & harness. Good condition. Registered & ready to sail. Great Christmas gift for that special person. \$1,000 obo. (530) 623-5418 eves & wkends. Located in Weaverville, near Redding.

1989 WEST MARINE 10-FT INFLATABLE dinghy. Excellent condition, marine grade plywood, interlocking floorboards & transom, oars, carrying case. \$550. Call (510) 595-8319, leave message.

A.B. RIGID BOTTOM INFLATABLE, 1995. 15 hp Yamaha, 1998. Only 30 hrs on motor in excellent condition. Includes anchor, pumps, tiller extender, 3 point lifting eyes, large beach wheels, new spare prop, engine spares. Letters & articles from *Latitude* & the cruising fleet show that a fast capable dinghy greatly enhances cruising pleasure & safety. This dinghy planes up to 5 adults. Cost over \$5,000, now \$3,350. (925) 736-5911 or merrydolphin3@hotmail.com

CORONADO 15, 1976, with new sails, Little Dude trailer, hull #1509. \$1,000. (650) 341-7718.

FORCE 5'S. Two very clean 1979 boats on clean restored trailer with spare tire. \$1,650. Please call weekday eves (408) 847-7013 or call weekends (530) 525-0601.

LASERS. 1993 Laser II, clean with new spinnaker, new lines & new trailer, \$2,300. Laser I, new line pkg, new tiller, \$700. Laser I hull, boom & new lower mast, \$400. Call eves (408) 847-7013 during week or weekends (530) 525-0601.

CANOE, \$300. 1990 CONTOUR PADDLEBOAT, \$300. Sailboards, 4 to choose from, \$500 to \$1,000. (415) 956-5700 ext 121.

FATTY KNEES 8-FT SAILING & rowing dinghy. Very nice condition. \$1,500. Include sail kit and oars. White hull. Built in Oct. of 1983. Very light use. (408) 744-0498.

24 FEET & UNDER

SANTANA 2023A. 23 ft water ballast trailer sailor, VHF, depth, knot, compass, anchors, potty, cooler, table, roller furling, 6 hp Yamaha, trailer with brakes & spare. Recent rigging, new life lines & nets, more. \$11,500. Mark, (408) 248-8646.

18-FT JOHNSON, 1996, #178. Excellent condition, only sailed two years. Galvanized trailer, two sets of sails (one bought last year), deck cover, jib sock. Check out the Johnson 18 web site: www.jayl.com/johnson18. Asking \$9,500. Call (760) 721-6958.

MacGREGOR VENTURE 23, 1982. Swing keel, pop-top with enclosure. Honda 7.5, 4-stroke, fine sails, spinnaker, furling jib. 1990 surge trailer. VHF, cockpit cushions, Porta-Potti, sink, depthfinder. Great for Bay, Tahoe, lakes. Raise mast winch, anchor, many, many extras. \$4,800. (209) 795-5597.

CAL 20, 1965. Active one-design fleet. Great boat for Friday night beer can races, comfortable for daysailing & even overnights. Excellent Dacron racing sails plus extra sails. 4 hp Johnson outboard. Electrics need to be hooked up to batteries & needs some very minor repairs. In the water, not trailer-sailed. Bottom paint is fair, but should be redone this winter. Located in Paradise Cay, Tiburon. \$1,900. Will also consider partnership. Call Chris at (415) 383-8200 ext 103 (work/voice mail) or (415) 389-9378 (hm).

HUNTER 23.5. Water ballast. 1991, Honda o/b; excellent condition; fresh bottom paint. \$11,500, (530) 226-0572, Redding (530) 247-0445.

RANGER 23. Nice red hull with all the equipment. Tall rig with four sails & an upgraded 8 hp Evinrude outboard. New tires on a Trailrite trailer & is in very dry condition. Ready to go race or family fun. Located at Stockton Sailing Club. \$4,800 obo. (209) 838-3285.

23-FT PEARSON ELECTRA, 1962. Full keel. Storm jib & 150%. Honda 10 hp outboard. Anchor & rode, Porta-Potti. Excellent Bay boat. Needs some work. Berthed at Fortman, Alameda. Owner moving out of state. Call Steve at (510) 792-8619.

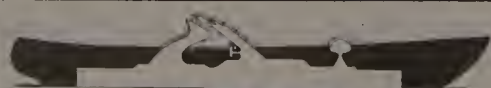
RHODES 19. Trailer & longshaft outboard included. \$1,500 obo. (415) 898-5781.

CORONADO 23 MK2, 1974. In excellent condition with trailer. New furler, bottom & mainsail. Includes 3 mains, a 110%, 130% & spinnaker. Asking \$6,000. Call (916) 366-9678 or can be seen at www.ns.net/THEGRAPHIC/boat.html.

PEARSON 24. Three headsails, lines led aft, 5 hp Evinrude in lazarette. Good Bay boat. \$2,500/offer. (707) 642-1652.

LIEN SALE, 1981 CATALINA 22 sailboat, with 7.5hp outboard, no trailer. Thursday, December 9, 1999, 1pm (slip# 371) at the Lake Don Pedro Marina. Call (209) 852-2396 for Information.

CAPE DORY 22, 1982. Full keel pocket cruiser, bristol condition. New sails, canvas, cushions, knotmeter, depthsounder, compass, VHF. Force 10 heater, brass oil lamp. Nissan 5 hp outboard in great shape. All new thru-hull fittings & seacocks '97. Quality boat. \$10,500. (650) 728-5945.



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CARLOS, SANTANA 22. Race rigged, Spinnaker gear, new 3/4 chute, two sets class sails plus 150% jib, new 4 hp Evinrude, stainless keelbolts, faired & epoxied keel, oversize rigging, excellent trailer. \$3,500. Contact RB Ward. (510) 233-1616 evenings.

ANNIE'S SONG, CATALINA 22. Wing keel. Very good condition. Great Delta or lake boat. Sleeps 4, Porta-Potti, alcohol stove. VHF, DS, KM, two spinnakers & gear. Main & three jibs with covers. 6 hp Johnson o/b & trailer. \$6,500. Please call (209) 952-2065.

24-FT VENTURE OF NEWPORT. Perfect starter boat, all lines lead aft, Porta-Potti, gimbaled propane burner, water, sleeps 4 easy, dinette. Extensive inventory, outboard, trailer. \$3,900 obo. John, (530) 885-5440.

SANTANA 22s, CAL 20s, RHODES 19s, complete with sails, with or without motors, Larson 17 ft runabout & trailer, Lugar 16 daysailer & trailer, Hobiecat 16 & trailer, Albacore 15 & trailer, Hydro 15 runabout & trailer, Derwinski 14 handmade gaff rigged sailing dory & trailer. All only \$1,000 to \$2,000 each. (415) 956-5700 ext 121.

HOBIE MIRACLE 20, 1993. Incredible shape. Multi-colored sails. Very clean and well kept. Caulkins trailer. Haven't used in two years. Bluebook for boat alone is \$6,100. Asking \$5,300 for everything. Call Greg al (415) 567-1929.

25 TO 28 FEET

ERICSON 27, 1976. Five sails, Volvo Penta diesel, Autohelm, depthsounder, knotmeter, galley with microwave, ice box & refig, enclosed head, new upholstery, canvas covers for all brightwork, beautiful interior & exterior. Many extras not listed. This is the one! \$11,500. (925) 935-5551.

ERICSON 27, ORIGINAL OWNER, 1972. Very good condition! Ample storage space with appointments for cooking, dining & sleeping for five. Inboard Atomic 4 engine. Comfortable & competitive design by Bruce King. At Coyote Point Marina. \$11,000. Call Frances, (650) 579-2800.

ERICSON 27, 1976. Tiller, Atomic-4, all lines led aft, teak interior, 3 sails, Tiller Master, good condition. \$8,000 obo. San Leandro Marina C-20. (925) 842-1928.

CAL 2-27, 1975. Excellent Delta & Bay boat. VHF, Autohelm, DS, KM log, two anchors, BBQ, Ritchie compass. Two batteries with Smart charger. Reliable Atomic 4. Lines led aft, spinnaker, four sails. Lots of extras. \$10,500. (209) 474-7267.

OLSON 25, 1984. New North racing main & #3 plus others, Merc 4 hp 3 yrs old, hauled 8/99, VHF, MOB, EPIRB, varnished teak with covers. \$11,500. Berthed in Alameda. Please call (907) 566-8600, leave message.

CATALINA 27, 1981. Traditional interior, Atomic 4, started every weekend. Harken roller furling jib, new halyards & jib sheet, canvas cover over wood trim. Original owner. \$9,000. Ballena Isle Marina, Alameda, slip B24. (707) 542-5817.

CATALINA C250, 1995. 25 ft, waterballast. Tandem wheel trailer. 1997 Yamaha 9.9 hp 4-stroke engine. Wheel, roller furler, dodger, cockpit cushions. VHF, fishfinder, sailcovers. New bottom paint. Located Carson Valley, NV. \$17,500. Please call (775) 265-4855 or email: wyman@accutek.com

CHEOY LEE OFFSHORE 27. Located Santa Barbara. Volvo MD2, teak & holly sole, Arias, autopilot. A joy to sail! Asking \$12,000. Please call (805) 969-0082.

O'DAY 26, 1984. Refit in '97. New rigging, interior, running gear & electrical. Shoal draft keel with drop board 3' to 6' draft. Sails in excellent condition, storm jib, jib, genoa, spinnaker, rigged for singlehanded, cruising interior, Force 10 heater, gimbaled propane stove, depthsounder, VHF radio, autopilot. Full ground tackle with 3 anchors, 200' rope, 100' chain. Solid boat, coastal proven. Blue book \$14,500. Must sell, \$9,300. Ready to sail to Mexico. Jeff, (415) 672-1069.

PEARSON ARIEL 26. Impeccably maintained. Autopilot, Autohelm windvane self-steering, roller furling headsail, two spinnakers, solid fiberglass hull, 6 hp outboard motor. Offshore style in compact price. \$6,400. Please call (510) 794-8466 or (503) 226-1395.

J/27, 1986. Three headsails, two spinnakers, one spinnaker staysail, two mains. One main 2 yr old North, rarely used. 6 hp Evinrude outboard, gel battery & charger, VHF, stereo, Lifesling. \$18,500. (415) 440-3549.

26-FT PEARSON, 1973 MODEL. Must see, must sell. 9.9 Johnson electric start, sleeps four, enclosed head, stove, sink, CD sound system, inflatable dinghy. Three headsails, depthsounder, VHF, BBQ. 2nd owner, very clean. Priced to sell, \$4,995. Call Gunard, (707) 647-3765.

O'DAY 272, 1988. Excellent condition. Lots of extras: Autohelm, VHF, stereo, depthfinder, solar, two anchors w/rode, 9 hp Suzuki, dockpower, standing headroom, sleeps four, galley, Porta-Potti, suncover, tandem trailer. Great Bay or lake boat, wing keel. \$18,000. (707) 447-4469.



BEAUTIFUL CAL 2-27. Well cared for & ready to sail. Interior is exceptional with teak joinery. 12 hp diesel inboard. Haulout August '99. New '98: Harken furler, jib, spar paint, spreaders, lifelines, canvas work, windows, head, VHF & misc. \$12,500. (650) 508-0888.

CORONADO 25. 2 jibs, 2 mains, 6 hp outboard. \$3,500. (415) 332-3171.

MacGREGOR 26D, 1987. Trailer, main, jib & genoa, CD w/AM/FM, sink, pop-top w/windowed cover, full cockpit cushions, sleeps 6 below. Water ballast makes trailering easy. Centerboard makes beaching easy. Positive flotation throughout. Excellent condition. \$5,100. (925) 679-9236.

NORSEA 27, 1977, HULL #16. Factory boat, 19 hrs on factory rebuild Faryman diesel, radar, GPS, Loran, bristol condition, new interior. Ready to go cruising. Photos available. Please email or call for spec sheet: fghooper@ix.netcom.com or (408) 734-9003.

MERIT 25, 1984. Great for Bay cruising, racing. Low hours 8 hp Honda outboard, under warranty. Bottom paint & survey, Summer '97. Sail inventory includes full set of racing & cruising sails with two spinnakers, heavy weather jib. \$8,500. Please call (707) 425-9626.

COLUMBIA 28, 1968. Clean, very well maintained, good condition. VHF, depth, windvane, wheel, compass, microwave, head, nice cabin. Like new dodger, weathercloths, cushions & cockpit cover. Needs some work. Beautiful boat, great cruiser! \$5,900. Call (415) 554-4638.

PEARSON 26. One main, two jibs, lifelines, VHF, Honda 7.5 hp o/b, large cockpit, sleeps 4, head, sink, cockpit cushions. This boat loves the Bay. \$5,995. (408) 534-1361.

ERICSON 26, 1968. Exceptional, safe, sturdy boat for starter. Large cabin, cozy wood interior, sleeps 5, enclosed head (Porta-Potti), 2-burner gas stove, lots of storage. 9.9 Johnson outboard (overhauled '99), runs like new. \$4,500. Please call (415) 346-4503. Berkeley J dock.

ISLANDER 28. Fully equipped racer/cruiser with all the equipment. New main & 125% genoa. 5 other jibs in good condition. 1 delivery main. Furuno 1621 radar with custom stainless mast. Volvo, GPS+, \$25,000 or trade up, 32/35' + cash. Amie, (415) 239-1844.

PACIFIC SEACRAFT 25, 1977. Roller furling, new interior & cockpit cushions, 8 hp Yanmar. Offered with 28 ft boat slip near Jack London Square. \$15,000 or trade for concrete/construction work in East Bay. (510) 719-5374.

SANTA CRUZ 27. Year spent totally refurbishing 1998-9. All new equipment, instruments, electrics, rig. Excellent sails. Perfect bottom, deck, interior. Near new trailer. \$14,500. May also be purchased Transpac ready with solar panels, card, vane etc. NOT your average SC 27. (250) 721-5479.

27-FT ERICSON SAILBOAT, 1977 classic, wheel, Atomic 4, refurbed interior, exc condition. Oakland Embarcadero Cove d-4 location. \$9,750 priced to sell! Please call (209) 869-1301 eve, 209-545-1600x 120, Tom.

27-FT MULL 1/4 TON, 1977. Flush deck IOR racer w/ Saildrive, new electrical, knotmeter, depthsounder, solar panel, main, 110%, 150%, spinnaker, and all gear. Fast, stable, simple, fun. In Redwood City. \$3,500. (510) 401-2204 days, (650) 851-5063 home.

LANCER 25, 1981. 2nd owner. Sleeps 3. Shorepower. Excellent running Honda 7.5 w/generator wired to new deep cycle battery. Water tank. Lots of new stuff. Sausalito berth. In great condition. \$3,800. Visit: www.gocentral.com to see photos. Please call (916) 446-4744 days (916) 204-7525 cell or paul@gocentral.com

27-FT CHEOY LEE OFFSHORE, 1969. New rigging, 2 main sails, 2 genoas, spinnaker, overhauled Volvo MD1, Zodiac dinghy & lots more. Must see, very beautiful, strong boat, takes you around the world. \$17,000. Call (619) 723-4061 or www.legon.fresservers.com/ilsa

26-FT RANGER, 1973. Mercury 10 hp electric outboard. Roller furling for 130% genoa & working jib. Very good condition. \$5,200 obo. Please call (510) 412-2234.

ISLANDER 28, 1977, with rebuilt Volvo MD11C approx 150 hrs. \$12,000 obo. Also, Westerbeke 30 rebuilt, \$2,500 obo. Cell: (510) 919-6842 or wk: (510) 654-4065.

25-FT NORDIC FOLKBOAT. All original wooden classic. Exc 8 hp Nissan. Everything works & is in sail-away condition. Great family Bay sailer or one-design racer. We love this boat, move forces sale. Alameda Marina slip available. \$4,000. Please call Peter, (415) 824-3116.

MacGREGOR 26, 1997, KOZAK II. Excellent condition, 50 hp engine, original owner, closed head, sun-shade, sail cover, trailer, safety gear, complete sail package, San Rafael slip. \$18,950. Call Dan Arena at (415) 456-2644.

26-FT THUNDERBIRD. Great boat, loves the Bay. 2 mains, 1 jib. Nice interior. She's all there but needs some work. Sailable now. Upwind Berkeley berth. \$1,500 w/new 6 hp outboard. \$2,250. Marc, (415) 999-5649.

ERICSON SCORPION 5.5 RACING SLOOP, Bayliner Buccaneer 27 shallow draft sloop, 10 hp Honda 4-stroke, Lugar 26, carpeting, all electric water, flush, stereo, microwave, Cal 25, Cheoy Lee 25, teak decks, 8 hp inboard, \$2,500 to \$5,500 each. (415) 956-5700 ext 121.

ISLANDER 26, 1978. Excellent condition, OMC saildrive, VHF, stereo, depth, compass, roller furling, Autohelm, full boat cover, cockpit cushions, alcohol stove, sink, chemical toilet, 3 jibs, anchor, will sleep 4. Located in Antioch. \$8,500. Please call (925) 625-0375.

CAL 25. Excellent Bay boat just hauled out, new rigging, thru-hull etc. 4 sales incl. little used spinnaker. 2 boat owner. Must sell, \$3,450 obo. Call days (415) 455-9191.

CATALINA 27, 1971. Race equipped, inboard Atomic 4, lots of equipment, fresh bottom, dinette version, roller furling, new sails. \$6,500. (510) 232-7999.



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29 TO 31 FEET

30-FT NEWPORT, 1973. Atomic 4, tiller, new jib, roller furling, lots of electronics. \$8,900. Please call (510) 232-7999.

BABA 30, 1979. Very nice, Volvo diesel, six sails, autopilot, windvane, depthsounder, VHF, radar. Has everything. Ready to go. Boat in Mexico. A real cruiser. Asking \$55,000 obo. Please call (805) 610-1029, keep calling.

OLSON 30, 1982. Ready for the O-30 Worlds 2000. Hull #207. All So-Cal since '82, excellent condition. New North: main, 150, 100, 3/4 spinnaker, new 5 hp o/b, new Harken furler & double headstay, self-tailers, Sailcomp. Only sailed to church & the market by old lady. \$18,995. Tim, (800) 404-4537.

HUNTER 295, 1994. 80 hrs Yanmar 18 hp, Lawrence fishfinder, extra main, spinnaker, depth/windmeter, GPS. \$49,000. Work: (650) 859-6538 or Home: (650) 638-9443.

J/30 RACER/CRUISER. Yanmar 18 hp diesel, six sails, very clean & comfortable. \$19,000 obo. Marina del Rey. Please call (310) 822-7390 or (310) 822-5205 or email: csaylan@ix.netcom.com

NEWPORT 30, 1972. Set up as comfortable liveaboard/Bay sailer. Dodger, new Harken furler, Autohelm, all lines led aft. Recent haul-out, good bottom, holding tank, new batteries, spinnaker. \$9,500. (707) 887-1496. See at Gashouse Cove berth 468.

NEWPORT 30, 1984. Custom open transom, teak platform, tiller, refrig, propane stove w/oven, Universal diesel (low hrs), VHF, KM, DS, compass, roller furling, autopilot, dodger (usable but needs replacement) w/full enclosure, five sails. Great cruiser. \$22,000, any offer considered. Please call (510) 290-1179.

WANTED: CATALINA 30, NEWPORT 30, Newport 33. Must have wheel, diesel. Cash buyer. (831) 429-5111 or (530) 256-2772.

CAL 29, 1974, STEAL THIS BOAT. New interior, runs, sails, many extras. Just don't use anymore. Best offer over \$6,000 by December 20, will donate if not sold, worth twice as much. Please call (707) 546-0226 days or (707) 578-8968 eves.

ISLANDER 30, 1972, MKII. Teal interior. Recent bottom job, no blisters. Lewmar 35P winches selftailing, late model Atomic 4, elect ign, very low hrs. 6 ft headroom. New cabin windows & frames. \$11,900. Marty, (415) 507-9833.

29.5-FT HUNTER, 1997. Fine Bay boat loaded with extras. Very user friendly. Full cockpit & stern rail cushions. Custom made helm cover. Dock step. Galley completely outfitted for use. Extensive cruising & safety equipment. \$58,000. Please leave message at (510) 865-2817.

ERICSON 29, 1971. Atomic 4, roller furling jib, spinnaker, dinghy. Remarkably well maintained. New bottom paint October 1999. Sausalito berth. \$15,000. (510) 547-8383.

RANGER 29, 1971. Yanmar diesel, 1991 Ballenger mast, Harken furling, refrig, shorepower, four sails plus spinnaker & gear. Windlass, bow roller, anchor & two extra props. New head. Newer covers & weather cloths. \$16,000. Call (510) 523-5365, evenings.

31-FT MARINER KETCH. Perkins 4-107. Great liveaboard, well laid-out mahogany interior, VHF, DS, KM, KL, solar panel, LP range w/oven, extensive ground tackle. In La Paz. \$14,500. Call Don at (011) 52-112-73-229 for details.

COLUMBIA 30. Fresh Atomic, six sails. New: keel bolts, cabin heater, water pump, cushions. Water heater, shower, stereo, microwave, two anchors & rode, boom tent, BBQ, shorepower & charger, hard dinghy, VHF, new bottom '97. Sails great, spacious teak interior, survey '97. \$13,500 firm. (530) 673-0394.



30-FT LYLE HESS CUTTER. Sistership to Pardey's *Taleisin*. Like Bristol Channel Cutter but larger. Modern new professionally built wooden boat 1997. Boat show winner twice. Equipped for serious cruising. Rare & beautiful. \$135,000. Call (888) 855-5823. All info: www.sailsandiego.com

SOVEREL 30, 1981. Ultimate racer/cruiser. Sleeps 8, teak interior, diesel, PHRF 126, member SF Bay 30 Fleet, SF Marina berth, new sails, epoxy bottom, CNG stove & oven, 6 ft+ headroom, lots of race gear, broken mast. \$8,000 - \$12,000. Please call (650) 359-5710.

HUNTER 30, 1978. 12 hp Yanmar diesel, wheel steering, hot pressure water, roller furling, interior like new. Clean inside & out. Great family, singlehand Bay boat. Vallejo. \$19,500 obo. Call (707) 558-8682.

CATALINA 30, 1977. Rebuilt Yanmar Diesel. New starter, battery, oil filter, raw water filter, exhaust. Injector rebuilt. Fresh paint, hull and survey 7/99. New depth/knot. Wheel steering, roller-furling. New head, carpet. Pressure water. Cushions steamcleaned. \$20,500. Please call Ben (415) 673-3206.

1978 CATALINA 30. Attractive, clean interior, engine in excellent shape. Sails three years old, like new; hull very smooth. Atomic 4 gas engine, Harken II roller-furling jib, autopilot, tiller, tall rig, main, jib, and gennaker, grill, berths 7, gas stove, swim ladder, nav table, legal head, and 6'3" headroom. All lines lead aft. \$15,000/obo. Must sell by Feb, moving to AZ. A great deal! (831) 761-2987 evenings, (831) 431-1223 day. More at: <http://www.emacs.org/~johnw/catalina.html>

ISLANDER 29, auxiliary sloop built in 1966. The vessel may be viewed at Emery Cove Marina, 3300 Powell St, Emeryville, CA #E36. CF7833CW. Asking price \$8,000 obo. Please contact Noel S. Williams, (408) 363-3285.

C&C 31, 1976. Hull, engine (Volvo Penta) & 13 sails all in excellent condition, recent survey, racer not cruiser, but with weekend amenities (cushioned berths, water tank, head & Porta-Potti, LPG cartridge stove, removable table, etc). VHF, cell phone plug, big boat feel under sail, sistership to Sorcerer, PHRF 168. \$15,000 obo. Located Alameda. No brokers please. (510) 527-8900 days (OK to leave message for Dee) or boat@translate-best.com

COLUMBIA 29, 1967. S&S designed sloop rigged full keel just hauled in July. Fresh bottom paint, new prop shaft and cutlass bearing. Compression post needs repair. Good running Atomic 4 and Nissan 5 hp longshaft. Includes Half Moon Bay mooring. \$4,000 obo. (303) 258-9674 or dutcher868@aol.com



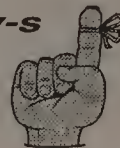
NEWPORT 30 II, 1980. Universal diesel with high output alternator, propane stove/oven. Partial equipment list: DS, VHF, GPS, KM, Autohelm, tiller steering, large sail inventory with 2 spinnakers. Teak interior, LPU hull, bottom paint & survey 5/99. \$18,900. (925) 837-8803 or DBOPI@aol.com

CANADIAN SAILCRAFT CS30. Super high quality racer/cruiser/liveaboard, spacious and fast. Volvo diesel, recent bottom, rack and pinion wheel, Autohelm, Harken roller, 3 jibs, main, spinnaker, hydraulic backstay, 4 Lewmar ST, 12 lines led aft, stereo, VHF, Loran, digital speed and depth, lavish teak interior, 6'2" headroom, propane stove/oven, pressure h2o. Beautiful and in immaculate. Similar in quality to a Beneteau, only stronger. Ready for Mexico or Hawaii. Lying in Sausalito. See at www.barterserv.com. Similar boats on web at \$39K, asking \$32,000 or offer. (888) 541-7232.

NEWPORT 30, 1972. Set up as comfortable liveaboard. Dodger, Harken furler, Autohelm, sound Atomic 4, just hauled. Lines led aft, new batteries, tiller. Holding tank. See at Gashouse Cove. Asking \$9,750. Please call (707) 887-1496.

ISLANDER 30 MKII, 1972. New '99 Evinrude 15 hp 4-cyc w/10 hrs w/warranty. 8 Barient single & double spd winches. Depthsounder, knotmeter, VHF, compass, 2 spinnakers, main & 2 jibs. Alcohol stove, refrig/freezer, icebox, new head w/warranty, cockpit cushions, battery charger. \$12,500. (650) 341-7718.

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CAL 30 SLOOP, 1964. Glass hull, cleaned & painted bottom. Roller jib, refinished all wood. Custom hardtop, covers for boom, top & cockpit. Lots of sails. Autohelm, Data knotmeter, depthsounder. New Loran C. Windvane, radio, stereo, tape, new cabinets. Rebuilt engine, automatic, new wiring, new switches, prop. Tools, water tank, head, ice box, lots of extras. \$12,500 obo. (408) 260-9232. With slip, Coyote Point.

32 TO 35 FEET

WESTSAIL 32. Designed for Delta & coast cruising. Two qtr berths, two 40 gal water tanks, two 24 gal diesel tanks. 24 hp Farymann diesel engine. Full set of sails, oversized rigging. In excellent condition. Asking \$45,000. (415) 331-3423.

32-FT CATALINA MKII, 1997. Like new condition, Yanmar 3 cyl diesel engine with 62 hrs & threeblade prop, Autopilot, knotmeter, depthfinder, windspeed, windpoint & Apelco VHF radio, battery charger. AM/FM/CD with speakers inside & outside, Dutchman reef & single line reef, roller furling, 100% genoa, dodger, boomvang, new lines, microwave, TV & more. Owner wants to move up. Almost new boat. Asking \$79,000. Call (408) 377-8186.

HOBIE 33, 1985. Very good condition, fixed keel, all options, new mast, new Spectra halyards, good sails, trailer, one of the last built. (x - Coruba) Seattle, WA. \$20,000. (509) 782-1122.

ENDURANCE 35. Kingston aluminum yachts, round hulled pilothouse cutter. Volvo diesel, autopilot, SSB, radar, GPS, heater, LP stove, Profurl, davits, watermaker, VHF, much more. Clean & solid cruiser. Located N.Y.. (718) 356-4286 or cmmorda@aol.com

CHALLENGER 32, 1974, UTOPIA. Cruise ready & fully loaded bluewater cruiser/liveaboard on FL East Coast. Buy today & happy hour Bahamas next. Refit '98-'99. \$35,000. (904) 501-0864 or go to: www.geocities.com/Athens/Oracle/3258/details.html

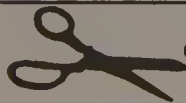
RANGER 33, 1974. New rigging, thru-hulls, roller furling jib, new instruments inc. windspeed & point, Atomic 4 in good condition. Survey 18 months. In Ballena Bay. Clean boat, great value. \$21,000/offer. (510) 628-4105 or (510) 301-2865 or bobsom@ccnet.com

GULF 32, 1966. Proven cruiser. Recent main, two jibs, sym/asym spinnakers w/socks, Perkins 107, Monitor, solar panels, radar, GPS, HAM/SSB, Caribe w/15 hp Honda, Profurl, watermaker, spinnaker pole, windspeed, Adler-Barbour, Dripless, Inverter. Much more. \$35,000. Please call owner, (619) 758-9241.

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CONTESSA 32, 1981. Proven bluewater cruiser. Located La Paz, Sea of Cortez on secure mooring. Excellent condition. Bukh diesel. Many upgrades including rig, lifelines, galley stove, upholstery, dodger & more. Recent haulout & survey. \$33,000. (907) 235-7073 or macsmith@xyz.net

ERICSON 35 MKIII, 1982. Repowered with new Yanmar 3GM30F, electric Simpson-Lawrence windlass, Furuno 1731 radar with Questus backstay mount, Autohelm, Harken furling, new Groco head, refrigeration, dodger, bimini, TV/VCR, microwave, new gel batteries, cruising spinnaker, dinghy, outboard. Rigged for singlehanded. Sausalito. \$60,000. (707) 996-8175.

MARINER 32 KETCH, 1972. Comfortable, full keel fiberglass cruiser. Mexico vet. Perkins 4-107 diesel, 7 bags sails incl storm jib & tri-radial cruising spinnaker. 35 # CQR, 20# Danforth, two sets 30 ft chain & 300 ft rode, beefy manual windlass. 40 gal water & fuel. Radar, windvane, autopilot, speed/depth. Recent survey 11/98. Capella is a well maintained, salty looking ship in need of a new captain. Must sell, bought a bigger boat. \$25,000 obo. (510) 206-3875.

HUNTER 33, 1980. In great condition, Yanmar diesel, 4 deep cycle batteries, hot/cold pressure water system, roller furling, 3 sails, autopilot, all teak wood interior, 6' 4" headroom, marine radio, full galley with two burners stove, deep well sink, oven and refrig, Blaupunkt radio/CD player, 4 speakers. Last hauled out, painted and surveyed 9/98. Currently berthed at liveaboard slip in Redwood City. Very clean and easy to sail. \$26,000. Call (650) 556-0170 or ejsailboat@msn.com

SANTANA 35. Race ready, 1979. This Tuna has been completely gone through. Only thing missing is new main if you're going to race. Three spinnakers, two 150%, two 100%, one 125% & mainsail. New bottom, excellent interior, comfortable. Great one-design. see at: Santana35.com. This Santana is the best kept in the fleet. Extremely competitive. Must see to appreciate. Sacrifice at \$29,500. Please call (800) 843-7270 or (831) 901-1609.

TARTAN 34, 1974. Keel/centerboard, S&S design. 11,000 lb displacement, 5,000 lb ballast, lots of teak, pretty, Monitor windvane, DS, KM, Autohelm. Atomic-4. Very little use. \$19,000. Call (650) 244-9619.

FREEDOM 33, 1982. San Diego, excellent condition, ready to cruise now, radar, wind generator, 2 solar panels, SS arch, Monitor, watermaker, GPS, VHF, SSB, knotmeter, depthsounder, dodger, spares, much more. \$55,000 or trade for Corsair F27. Contact Mike (800) 653-3832 (M-F) or svpatience@hotmail.com

RANGER 33. Best boat on the Bay. Lots of equipment. No blisters. New rig, new interior. Spinnaker gear. \$22,500. (510) 534-7317.

ALBERG 35, 1965 BY ERICSON. 27hp diesel with new transmission, hydraulic wheel steering, three jibs, dodger, lee cloth, full boat cover, autopilot, windvane, refrigerator, freezer. Seaworthy vessel in good condition. \$29,900. Please call (831) 662-4501.

36 TO 39 FEET

38-FT DOWNEAST CUTTER, 1980. Loaded for cruising. Monitor windvane, PUR 80 watermaker, Furuno radar, GPS, anchors, charts, autopilot, storm sails, Inverter, liferaft, dinghy with motor, solar panels. Much more. San Diego. \$65,000. (858) 874-5970.

INGRID 38-FT SLOOP. F/C. Profurl, Autohelm, Monitor vane, 4 cyl Westerbeke, freezer, electric windlass. 60 lb CQR, all chain ground tackle. Hard dodger. In La Paz, Mexico. \$33,000. Please call (510) 534-5526.

39-FT CAL, 1979. 2 private staterooms, Perkins 4-108. Bluewater/coastal cruising ready: roller furling, 5 sails, inner forestay, windlass, 4 anchors, incl 45# CQR primary w/200' 3/8" chain, SSB, LCD radar, GPS, Loran, Autohelm, Fleming autopilots, NEMA interface cabling, solar, wind generator, hi-cap electrical, dodger, bimini, refrig/freezer, watermaker, TV, stereo. 3 page equipment/refinement list. Extensive refit Svendsens 1995. West Coast references available. Presently berthed Ft. Lauderdale. Always blister-free. \$59,500. Contact (954) 614-4672 or larry@castawaynautical.com

UNION POLARIS 36, 1978 CUTTER. Roller jib. Good sails & full cockpit covers for comfortable cruising. American Aircraft cable rigging. 60 hp Isuzu diesel. 140 gal fuel, 100 gal water, 11 cubic ft Adler-Barbour refrig. Custom teak interior. Much extra storage. Three anchors, power winch, SatNav, VHF, RDF, EPIRB, autopilot, depth. Excellent bluewater cruiser & liveaboard. 18 tons. Documented. \$65,000. Berkeley Marina to see. (916) 457-8051 or (916) 452-3955.

CATALINA 36, 1986. All Catalina gear plus 25 hp Universal diesel, dodger, roller furling, CNG stove/oven, A/B refrig, hot/cold pressure water, double SS sink, GPS, Autohelm, VHF, stereo/cassette, depth/knotmeter, sleeps 7. Good rigging & tackle. \$65,000. (619) 298-9342 or jr4144@aol.com

CAL 39, 1978. Very clean, solid cruiser.* New electrical, plumbing, head. Rebuilt Perkins 4108. Dodger, furling, electric windlass, three anchors, two battery banks, E-meter, inverter, Force 10, refrig, freezer, teak interior, more. In great shape. Will fax detail. \$69,500. (805) 963-5905.

37-FT IRWIN, 1980. Center cockpit, winter restoration project. Mast refinished, new bottom job, Yanmar engine AquaDrive & prop installed '99. Inside needs refinishing to owner's specifications. Great liveaboard. \$32,000. Please call Matt at, (707) 552-4239 h or (707) 963-4204 x209 w.

ISLANDER 36, 1972. Class champ, ready to race or cruise, new epoxy bottom, topside paint & sails, Yanmar diesel, CNG oven/stove, refrigeration, pressure h/c water, roller furling, oversized winches, custom mast, boom, interior, surveyed 1995. \$49,500. (415) 892-7027.

36-FT WILLIAM GARDEN KETCH. Brisa is a classic wooden sea-going ketch built by Fellows & Stewart Shipyard in 1976. A beautiful vessel in bristol condition. She turns heads wherever she sails. Asking \$42,500. To view please contact (707) 747-4742. Benicia, CA.

PEARSON 36. Liveaboard/cruiser/racer. Hull #41. New Perkins diesel. Cruised extensively. \$35,000. (707) 765-4890 or kunslaw@sonic.net

1977 ISLANDER 36. Perkins 4-108 low hrs. Never raced, been outside the gate only five times! New since 1/99: survey, bottom job, propane stove with oven, knotmeter, batteries, shorepower, converter, standing rigging, 44 lb anchor, head plumbing, head & thru-hull, jib sheets, fenders, BBQ, reaching pole, table, etc. \$34,500. Call Ken or Carroll at (707) 545-4955 days or (707) 539-8120 eves. See at RYC at the end of "D" dock.

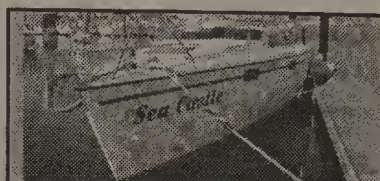
1971 COLUMBIA 39. Project boat, needs engine and interior details. Built for TransPac. Excellent boat. Asking \$25,000. Can email photo. Please call (619) 702-5867.

ISLANDER 36, 1975. Perkins 4-108. Cruise ready with self-furling jib, bow roller, CQR anchor. New dodger & covers, instruments, propane stove & refrig, VHF, Loran, FM, hot/cold pressurized water, Barient winches, many extras. No blisters. Excellent condition. \$37,500. Call (707) 552-3368 or (451) 476-2090.

1978 TAYANA CUTTER #138. 200 hr complete diesel engine, transmission overhaul. 3/8" rigging, Profurl, Lighthouse windlass, Fleming dual plate refrig/freezer. Located San Carlos, Sonora, Mexico. Asking \$75,000. (541) 723-4051 or flyingsun@aol.com

IRWIN 38, 1984. Center cockpit, two staterooms & two heads with showers. Original owner. Specially built with many custom upgrades. Cruise ready. Immaculately maintained. Light & bright interior. Genoa, staysail & mainsail - all furling. Perkins 4-108, 4kw genset, 96 gal fuel, mast steps, windlass, 385 ft high test chain, custom deep keel, fully enclosed cockpit, radar, two autopilots, two VHF's, hailer, inverter, separate holding plate refrig & freezer with engine drive & 110v systems, microwave. Sealy Posturepedic mattress, heating, custom cabinetry & features throughout & more. Must see to appreciate. Sails & looks great & is the roomiest, most comfortable 38 ft built. Two boat owner, must sell. \$149,500. Please call (310) 305-1505 or SVZebrina@aol.com

TAYANA 37 MKII, 1986. World cruiser in excellent condition. Aft stateroom. Perkins 4-108 low hrs. Radar, Monitor windvane, Autohelm 3000, Avon with o/b, CQR, Adler-Barbour refrig, separate shower, 400 a/hr gel, generator, 100 fuel, 100 water, new dodger/canvas. \$103,000. Please call (415) 485-0597 or see at: <http://home.igc.org/fig>



HUNTER VISION 36, 1991. Liveaboard, cruise or race this sexy, spacious, easy to sail Bay & coastal performance cruiser with all-round visibility in main salon. Breakfast is great in the huge aft bed with highest quality foam. Modern design head & galley with Corian counters. 6' 6" headroom. Yanmar diesel (rebuilt '98) with new exhaust system, Spectra sails ('97), full batten main with batt-slides, 150% & 110% jibs. New 450 amp hr batteries, Maxwell 800RC windlass, Bruce 44 anchor. Freestanding mast, spinnaker, autopilot, Adler-Barbour refrig, two 30 amp 110 volt systems, complete Autohelm/Garmin instruments, superbly maintained. \$89,000. (650) 359-4780.

36-FT HANS CHRISTIAN, 1975. Absolutely immaculate & in perfect condition with major refit in 1998: new 50 hp Yanmar, completely rewired, LPU hull & cabin top, all brightwork, oversized standing rigging. Refrig, Schatauer Canvas, inverter/charger, diesel heater. \$85,000. Please call (206) 527-2413 or sasha@windermere.com

CHEOY LEE PEDRICK 36, 1986. Modern performance cruiser. Glass with teak decks. Universal diesel, new dodger/bimini, Harken furler, spinnaker, 45 lb CQR, new head/holding tank, water heater, shower, tons of storage & teak below. \$58,500. Santa Cruz. (831) 596-3909.

37-FT ISLANDER, 1970. Sloop rig, beautiful interior, over 6 ft headroom, 5 sails including spinnaker. New: bottom job, thru-hulls, interior cushions, canvas, dodger, Autohelm, GPS, batteries. Propane stove, 110 & 12 volt wiring. Excellent condition. Sail, cruise or liveaboard! \$26,750. Please call (805) 984-3366 days or (805) 815-4133 eves.

37-FT APACHE, 1967. Sparkman & Stephens designed, Chris Craft built, fiberglass sloop. New standing rigging, roller furling & sails in '96. Atomic 4 runs well. \$20,000. (510) 548-5312.

MARINER 36, 1979 GARDEN DESIGNED fiberglass ketch with major renovation 1993. New teak interior & cockpit, aluminum masts, new SS rigging, Harken roller furling, much more. Full keel 5 ft draft ideal for Bay, liveaboard or bluewater. Full electronics include GPS coupled to Autohelm 7000 AP, Tridata, wind indicators, radar, 2.5 kw inverter, electric windlass, stereo, TV/VCR, microwave, five banks of batteries with 650 amp hrs, energy monitor, non-skid decks. Beautiful traditional yacht in excellent condition. \$61,500. Call (559) 291-3198.

WANTED TO BUY: Hans Christian 38 cutter. Price dependent on age & condition. Call Tom, (209) 835-3644 or email: schubvet@aol.com. Northern California location preferred.



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ISLANDER CRUISING 38, Robert Perry Design; grt liveaboard; enclosed cockpit, dodger & four 5.5 amp solarpanels, hard bimini w/ davits. 8' fiberglass tender, 10 hp ob. Mexican vet "Casamar," tricked out. New Pathfinder diesel; new trans & spare. 55 & 60 gal diesel tks. Watermaker. 2 VHF's; ICOM-M710 Ham equipped; stereo w/ 10 CD player; 2000 watt inverter & 8 batts. Waterheater, microwave, radar, fwd scanning sonar, 2 GPS's, depth, wdsd, autopilot, elec windlass, 2 bow & 1 rear anchor. Furling, refrig, propane stove & oven, new upholstery & curtains, gorgeous teak thruout, teak & holly sole, 6'7" dbl berth w/ 13" 12vt TV & VCR, fans. Full bow & stern awning, 12' wide w/ sidecurtains. \$87,000. La Paz fax: 011-52-112-161-42; LiMsCruzr@aol.com.

FISHER 37, Yanmar 88 hp diesel, two GPS's, new radar, two VHF radios, Probe Interphase depthsounder, new non-skid & paint, new electric windlass & 5/16 BBB chain, two anchors, PUR 80 watermaker, hot/cold pressure water. 6-man liferaft, new propane tanks, Heart inverter 2500, new wiring. \$93,000. Call (916) 761-5838.

40 TO 50 FEET

ENDEAVOUR 42, 1990. Center cockpit sloop. Rod rigging, furling main & headsail, storm jib, gennaker, air & heat, two heads with stall showers, liferaft, dinghy on davits, all electronics, dodger & bimini. Beautiful condition. \$160,000. Weekdays (310) 306-3441, weekends (310) 994-4856.

TANTON 42, Strong, fast IOR convert/cruiser. Easily singlehanded. Fiberglass hull. Transpac winner. Major refit '96 - '99. New: radar, GPS, AP, Yanmar 50 hp, B&G instruments, refer, Quantum main & much more. Ext equipment list. \$65,000. (775) 267-3570.

PASSPORT 42, 1981. A great world cruiser. One owner. Impressive inventory of electronic equipment including GPS, radar, autopilot, VHF, SSB/HAM, Loran, depthsounder, windspeed/direction, inverter, etc. \$134,500. Non-smoker, no pets. Excellently maintained. Located in Vallejo. Call (619) 995-5066.

40-FT VANDERSTADT, STEEL CUTTER, 1987. World cruiser, cruising ready, outfitted in France. Newly painted '98, one owner since 1989, Perkins 4108M, roller furling, autopilot, GPS, radar Furuno 24 miles, VHF, SSB/HAM Icom M700/F. Avon dinghy & outboard engine, 8-person Avon liferaft, Aries vane gear, generator, solar panels, dodger & more. Lying Marina Santa Rosalia, Baja, Mexico. \$75,000. Philippe, ph/fax: (011) 52-115-220-22 or email: danigo@prodigy.net.mx

FREEDOM 40, 1976. Cat ketch, swing keel, center cockpit. Easy singlehander. 1992 refit. Cruised Mexico, Hawaii, Alaska. GPS, refrig, radar, autopilot, inverter, watermaker. Reduced to \$72,000. \$24,000 assumable. (360) 856-0100.

1999 GRAND SOLEIL 46.3 SAILBOAT, "Ciao Bella" for Sale - commissioned July 1999, fully loaded: B & G Instruments, autopilot, Navtec rod rigging, Profurl genoa, electric Harken primary winches, tall rig, racing keel/rudder, teak deck & interior, 3 cabins, Antal track, Halsey Lidgard cruising spinnaker, Simrad DGPS, Shipmate dual VHF, bimini, many more extras! \$525,000. Lying British Virgin Islands. Contact seller in USA (310) 600-8180, email: ciaobella@pacific-ocean.com

DEAL FELL THROUGH! SATORI, a beautiful 47' pilot house cutter is back on the market at only \$124,900. Great for cruising or live aboard. Complete specifications, equipment and pictures at www.wenet.net/users/mikepatg or please phone (541) 947-3330.

40-FT PILOTHOUSE SLOOP, 1987. Brewer designed blue hulled, double headsail "Puget Pilot" cruiser, unbelievably equipped & ready to circumnavigate. Safe, fast, proven & beautiful, inside & out. Nothing compares at \$189,000. Long Beach. No brokers please. (562) 936-1409.



NAUTICAT 44 KETCH. One owner, superior condition, 1st factory custom in West, cruise ready, dual steering, forced air heating, center queen aft cabin, 2 heads - separate shower, 4 page equipment list. Reduced \$179,900. (805) 501-4059 or www.robertpard@aol.com

WESTSAIL 43, 1978. Excellent condition, factory finished, new sails, new roller furling, HAM, TNC, SSB, radar, GPS, sailing dinghy, inflatable, spares galore. 100% ready to circumnavigate. Lying Mooloolaba, Australia. \$112,000 (firm). Contact elybob@hotmail.com



PETERSON 44 CUTTER, 1976. Exceptional proven bluewater yacht, Ha-Ha veteran, complete refit '98/'99. SSB/HAM, VHF's, GPS Chartplotter, CD/FM/4Bose, 406 Epirb, solar, AP, radar, windvane, rigging, sails, complete engine rebuild. Dodger, canvas, cushions/upholstery, golf batts. Partial list, upgrades & inventory go on & on. \$124,500. (800) 994-5757. So Cal boat. Pics & info at: www.cta-online.com/boat

MARINER 48 GEORGE STRADEL DESIGN. Center cockpit ketch, *Felicity*. Very comfortable family cruiser. Large v-berth, 2 heads w/showers, one w/bathtub. Large aft master stateroom w/ queen+ bed. Galley recently renovated. New 3-burner stove w/oven, large refrig/freezer. Spacious salon, round table seats six. Comfortable settee & berth. Ideal work area: workbench, large vice, tool & parts storage. Yacht traveled Pacific Coast, Panama, Caribbean. Now available in Florida. Fully equipped. Lots spares. Ready for the Caribbean. \$108,000. Call (360) 220-0226.



45-FT COLUMBIA M.S., 1974. Better than new Aug. survey-bottom paint. Just returned Gulf Mexico, Caribbean, 20,000 plus miles, ex-liveaboard, two times through Canal. All nav equip, roller furling rigging. \$100,000. Moored Charleston, OR. (503) 652-1998 or (503) 648-5229.

PASSPORT 42, 1990. Huntingford designed canoe stern cutter. Very comfortable liveaboard/cruiser with 2 double cabins, large head & stall shower. Unusually light teak interior. Continually upgraded. Low maintenance unvarnished teak exterior trim, SS hardware & ports. \$195,000. (415) 816-3646 or tompatt@hooked.net

43-FT CHEOY LEE PILOTHOUSE CUTTER, 1983. Perry designed long range motorsailer, turn-key equipped. 2 queen, 1 single stateroom, 2 heads with shower. 600 fuel, 300 water, 2,600 mile range. 5 ft draft. 6 cyl Lehman, roller furling main & jib, drifter, hard dinghy on davits, Avon liferaft, sea anchor, windlass, 300 ft chain, 3 anchors, EPIRB, GPS, Cap'n software, ICOM 710 SSB/HAM, radar, microwave, heat & air & much more. Just back from Mexico. \$135,000. Please call (925) 934-1580. dwheeler@netvista.net

HANS CHRISTIAN CHRISTINA 43, 1988. Cutter rig. Teak decks. Two staterooms, two heads. Marble countertops, teak staving, generator, GPS, autopilot, VHF, radar, sonar, cockpit enclosure. Watermaker, washer/dryer. Asking \$229,000. By owner: weekdays: (415) 897-5955 or eves/wkends (415) 898-3986.

41-FT COLUMBIA, 1973. Excellent liveaboard. Center cockpit, 50 hp Perkins diesel, huge aft cabin, new interior, washer/dryer, new head, 40 gal holding tank, shower, new diesel heater, new floor & carpet. New custom mini-blinds, new 3/8" Lexan windows, microwave, propane oven, 4-burner stove. New 13" & 9" AC/DC TV/VCR. New plumbing & electric. Many improvements. Ready to live on & sail. \$59,000 obo. Please call Justin at (650) 208-1147.

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40-FT ISLANDER ACAPULCO KETCH. Bluewater veteran, cruise ready. Isuzu 45 hp, hydraulic steering & AP, GPS, radar, EPIRB, h/c water, SSB, solar panels, ground tackle. Too much to list with spares galore! Beautiful teak interior with woodstove. \$69,000. (916) 388-9210 or celacea97@yahoo.com



42-FT COLIN ARCHER, 1969. Pilothouse ketch, refastened, epoxy coated, great condition. Recent survey, fax request for more info. Asking \$105,000. (714) 901-3070.

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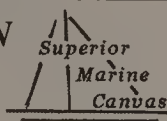
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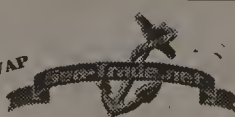
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34 YEAR OLD WOMAN, with 20+ years sailing experience, sailing instructor, looking to go cruising to warm waters on safe cooperative boat with competent skipper & crew, Winter '99/'00. Skills: French, Spanish, diver, EMT, steer, crew, cook, navigate. Please call (510) 524-9631 or leisele34@hotmail.com

PACIFIC CUP CREW WANTED. Seeking intrepid woman to doublehand Wylie 27, *Wildflower*, to Kaneohe next July. Tiller familiarity & offshore experience necessary. Share expenses. Boat & skipper are vets & located in Santa Cruz. Details/apply via email: sleddog@ix.netcom.com

THINKING OF SAILING SOUTH? Experienced Bay/open water sailor wanting to crew on sailboat with radar from SF south. Have flexible schedule & will cover personal expenses. Prefer non-smoking crew. Call Mark, (415) 331-1182 work or cell (415) 519-1182 or email: marksphotos@jps.net

EXPERIENCED INTERNATIONAL OCEAN, offshore & coastal race navigator seeks berth; 50 footer. (650) 321-8455 (leave message).

SAILING SOULMATE WANTED. Divorced captain, 52, handsome, 40 ft sailboat, looking for female, slim, romantic, to start sailing together & begin cruising Mexico in Fall of 2000. Must be easy-going, love life, drinking, light smoking OK, no drugs. Possible long-term relationship. Call (619) 574-0358 or email: ferdydant@aol.com

ATTENTION! NEWLY REBUILT CLASSIC Alden 54 ft ketch is leaving Southern California for Mexico, Costa Rica approximately 12-18-99. Two berths available for stout hearted sailors to share expenses for trip. For interview please call Eric at (408) 353-5872 or email: eric_beric@yahoo.com

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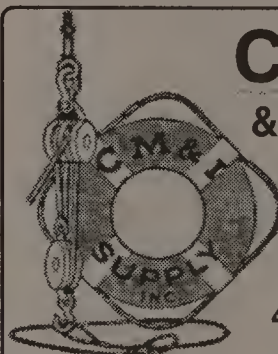
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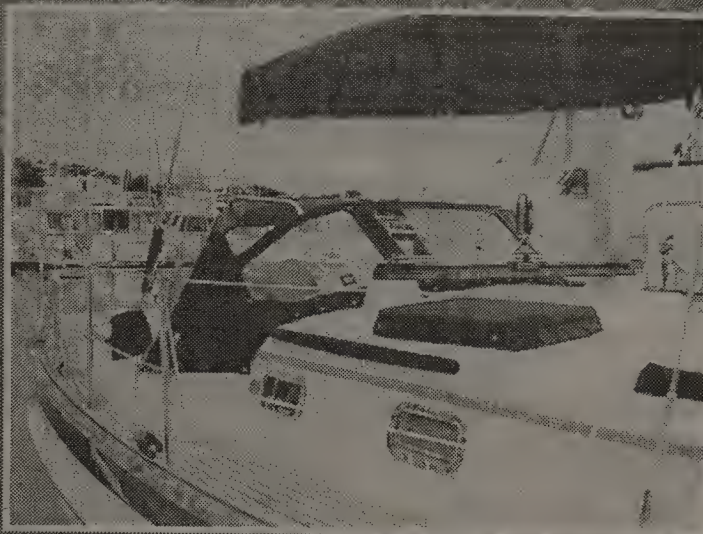
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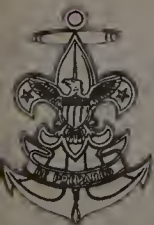


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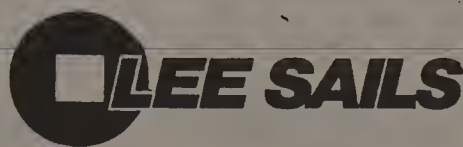
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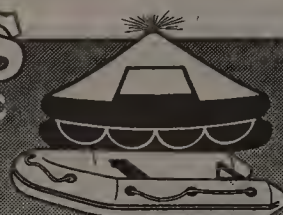
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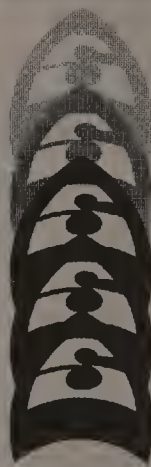
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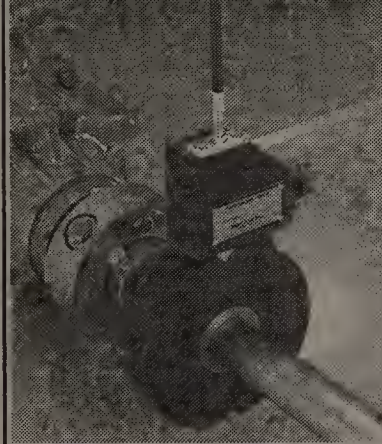
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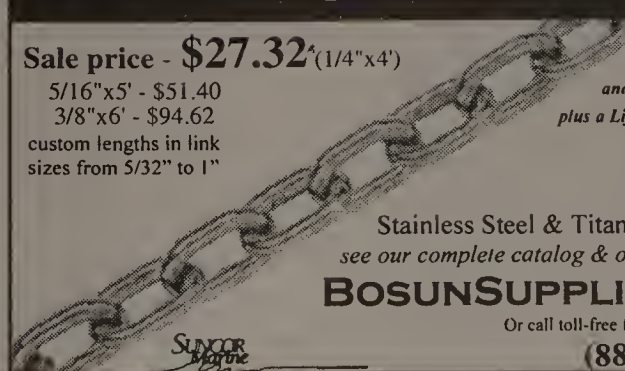
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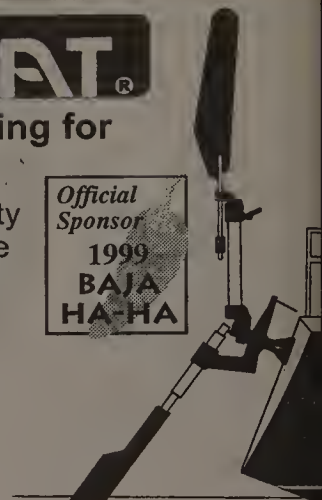
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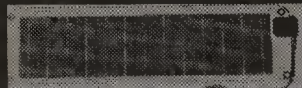
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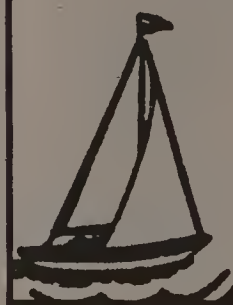
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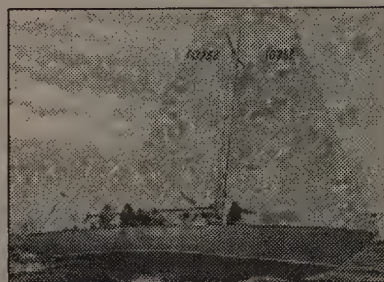
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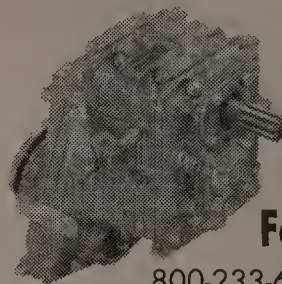


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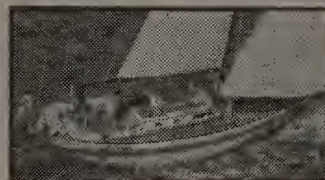
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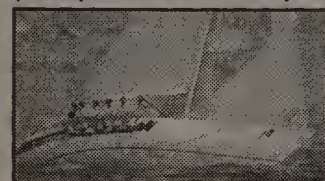
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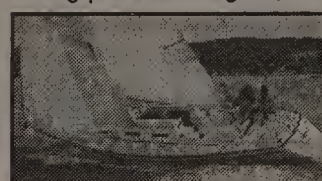
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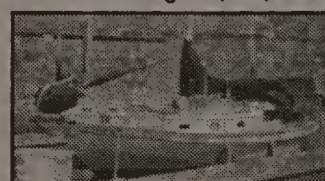
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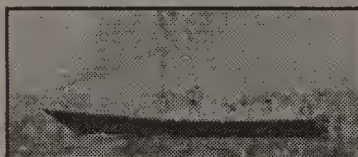
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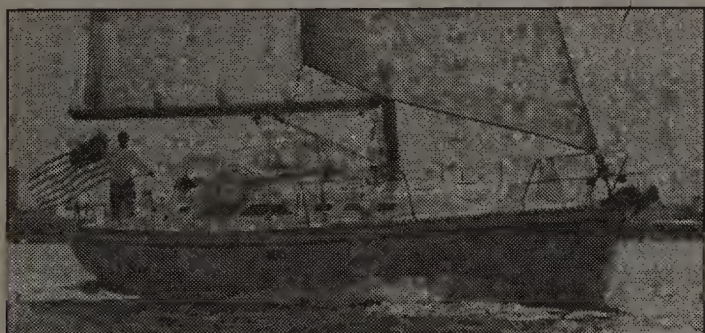
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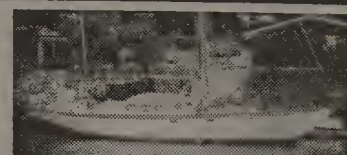
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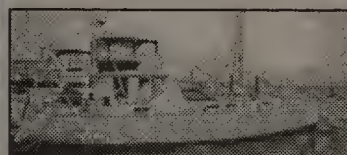
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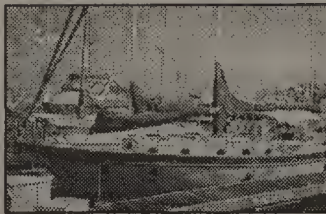
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65' MACGREGOR CUTTER, '86
\$149,000

A veteran West Coast cruiser easily handled by two, she offers many customized features and tremendous stability underway.



44' CSY CENTER COCKPIT, '80
\$110,000

\$35,000 in recent upgrades and huge interior volume make her a well-prepared cruiser and accommodating liveaboard.



38' HOOD by WAUQUIEZ, '82
\$149,000

A perfect 10 in every aspect with electronics and interior appointments that will turn your head!



37' TAYANA CUTTER, '78
\$89,000

She is perfectly suited for all climates with additional hull and overhead insulation and a diesel cabin heater.

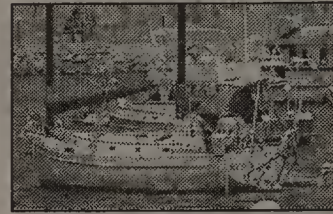


36' COLD-MOLDED NEW ZEALAND SLOOP, '78, \$65,000

A real looker with 10 coats of Awlbright three-part acrylic urethane on her hull. Race-rigged but comfortable enough for cruising.

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51' BENETEAU OCEANIS, '93	259,000	41' CHEOY LEE OFFSHORE, '77	82,500
48' CUSTOM HUNTINGFORD, '78	159,900	40' PASSPORT, '86	160,000
47' ROYAL PASSPORT, '95	450,000	40' MORGAN KETCH, '71	39,000
45' CUSTOM S&S RACER, '81	99,900	40' FRERS by Carol Marine, '86	65,000
44' NAUTOR'S SWAN, '73	185,000	38' CATALINA, '79	45,000
44' HARDIN KETCH, '78	106,000	36' NEW YORK by Schock	2 FROM 44,000
42' CUSTOM PILOTHOUSE, '77	65,000	33' CUSTOM COLD-MOLDED Sloop, '91	29,000
42' WESTSAIL center cockpit, '75	127,500	32' DOWNEAST Cutter, '79	53,000
41' FORMOSA Yankee Clipper, '77	65,000	32' B32 PHRF Sport Boat, '96	62,500



33' FREEDOM CAT KETCH, '81
\$72,500

She was made ready to sail to New Zealand, however her owner was unable to go - but Rebekah still is!

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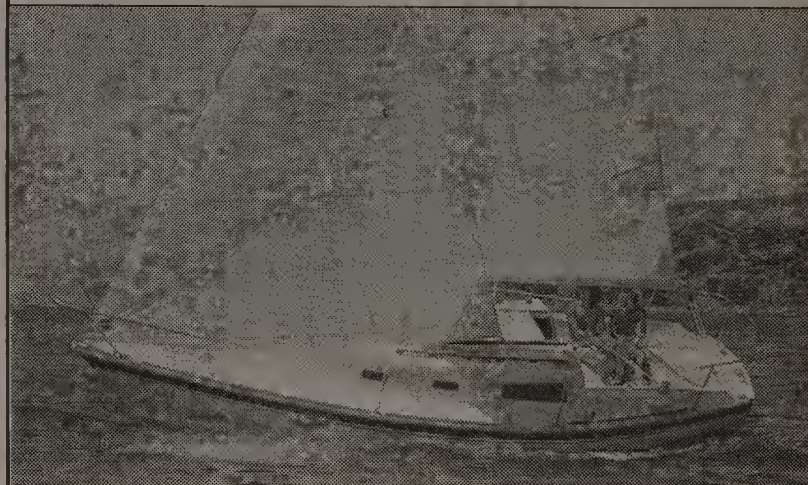
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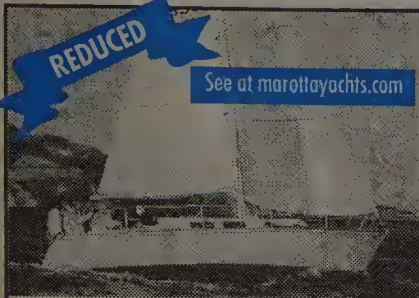
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REDUCED

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30' TARTAN, 1977

Twenty grand spent on this Sporkman & Stephens designed racer/cruiser over the past year — this is one of the nicest Tartans you're going to see. Foryman diesel. Prime Sausalita Harbor slip can transfer with vessel.

\$31,900.

NEW LISTING

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sistership



53' ISLANDER, 1979

More than \$100,000 invested over past year: new running rigging, new standing rigging, new mast, new roller furler, new mainsail, new headsail, new topside paint, new bottom paint, rebuilt genset, new dodger, new windlass. Isuzu 60 hp diesel runs like a top. Center cockpit, four cabins, 6'4" headroom, full galley.

\$199,000.

See at marottayachts.com

sistership



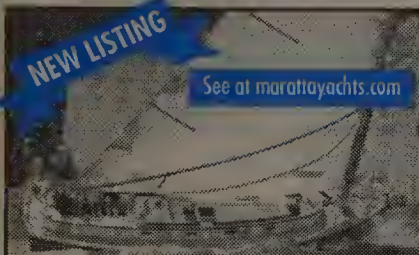
45' HUNTER, 1986

TransPac veteran is loaded and immaculate. Approximately \$150,000 spent on upgrades and improvements over the last ten years. 55 hp Yanmar diesel with 673 hours. Full electronics. Prime Sausalita Yacht Harbor slip can transfer with vessel.

\$162,000.

NEW LISTING

See at marottayachts.com



36' NONSUCH, 1987

This stiff, seakindly vessel is at home in everything from SF Bay bluster to Mexico light airs. Numerous opening hatches, 6'5" headroom, stall shower. Top quality fittings and systems throughout. New full batten main, new running rigging, new bottom paint, new cockpit cushions and meticulous maintenance. Sausalita Yacht Harbor slip can transfer.

\$128,000.

REDUCED

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52' SPENCER, 1982

Cold-molded sloop, built in New Zealand and sailed over from Hawaii. Twin cabin, one head, large main salon, all amenities for living aboard. Generous headroom, beautiful kauri and teak joinery along with brass accents below look classically elegant. 33hp Yanmar diesel. **Just reduced to \$79,000.**

NEW LISTING

See at marottayachts.com



28.5' HUNTER, 1985

This is an exceptionally clean and well-maintained sloop: bottom painted 1999, new running rigging, all exterior wood just varnished, etc. She's very beamy for a 29-ft. sailboat, so is very spacious below. She's a breeze to sail shorthanded and accommodates a small group as well.

\$23,000.

See at marottayachts.com



27' PEARSON, 1988

This late model Pearson is well equipped, with diesel engine, wheel steering, roller furling headsail, and dodger. Hot/cold pressure water, full sized head. Easy boat to singlehand, ideal starter boat.

\$29,900.

REDUCED

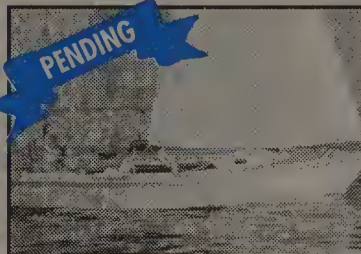
See at marottayachts.com



30' CATALINA, 1980

Dollar for dollar, it's hard to beat these popular boats. Teak and holly sole, cushions show like new, large quarter berth aft. Hot/cold pressure water, Adler-Barbour reefer. Updated sails in good shape. Dodger. 11hp Universal diesel engine. Tiller steering. Sausalito Yacht Harbor slip can transfer. **Just reduced! \$17,500.**

PENDING



CATALINA 28, 1994

Practically new example of this popular late-model sloop. Hard roller furler, full batten main, all lines lead aft. 18 hp Perkins with 260 hours. H/C pressure water, shower, propane stove/oven.

\$37,500.

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TRADITIONAL - 33', 38' MKII, 41', 48'

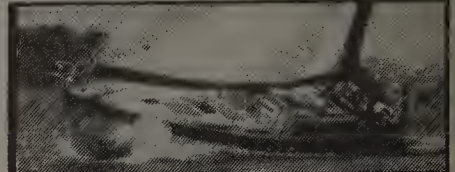
CHRISTINA - 43', 52'

2 Available



'80 Hans Christian - 43' T
Ketch rig - \$155,000

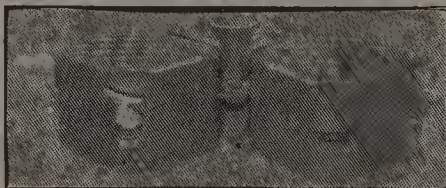
Very clean, 3 staterooms, electronics, dinghy w/ OB standalone shower, refrigeration. Epoxy barrier'd in 1997, 5 year warranty. Looking for quick sale. Come see, make OFFER, Take home a great boat.



'87/'88 Hans Christian - Christina 40'
The perfect cruising boat. Has everything. Furler, big engine, radar arch, maxprop, etc

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NEW



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Hans Christian

Christina 43'



'78 Hans Christian - 38' T \$110,000
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40' C&C, '80 Beautifully maintained, in fantastic shape, complete sail inventory. Yanmar dsl. \$83,000.



50' Prout Catamaran
The world's finest, most reputable long distance cruising cat. \$840,000.



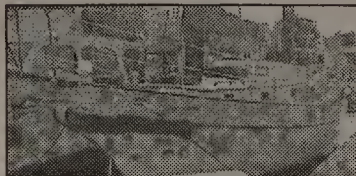
37' Hunter, '96
A 10+, clean and ready. \$126,500.



Hunter 450 Passage, '97
Diesel, liveaboard. Too many options to list. Beautiful. \$249,000.



51' Beneteau Oceanis 510, '93
Rare opportunity. Bristol. \$279,000.



41' Formosa Ketch, '80
Completely refurbished bluewater cruiser. \$89,000.

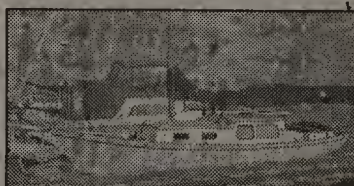
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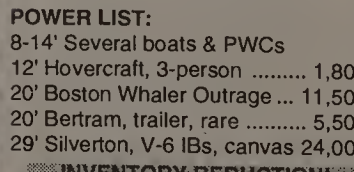
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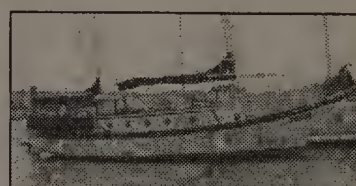
32' Monk Cutter, 1972
Teak decks, Volvo dsl, full batten main, full boat cover. Bristol. \$19,000.



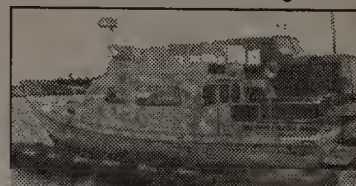
27' Lancer Power Sailer, 1983
140hp outboard, nice interior. Best of both worlds. \$9,500.



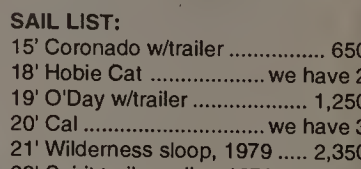
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20' Boston Whaler Outrage ... 11,500
20' Bertram, trailer, rare 5,500
29' Silverton, V-6 IBs, canvas 24,000



37' Formosa Ketch, 1975
Volvo diesel, teak decks. South Pacific veteran. Bring offers.



30' Chinook Sportfisher, 1992
With flybridge. Twin Volvo diesels, dual prop. Rare find. \$25,000.



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15' Coronado w/trailer 650
18' Hobie Cat we have 2
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24' Islander Bahama, 1965 2,100
27' Catalina, 9.9 OB, 1972 4,900
27' Nor'Sea, 1978 12,500

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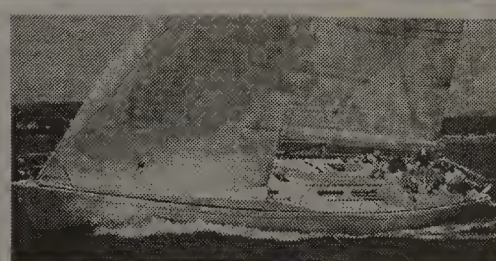
Ask for Bill Lee or Dan O'Brien.



Formosa 51. Fiberglass cruising ketch - teak decks. 80 hp Ford Lehman diesel. 3 stateroom, new hull paint, great condition. Best buy at \$139,000



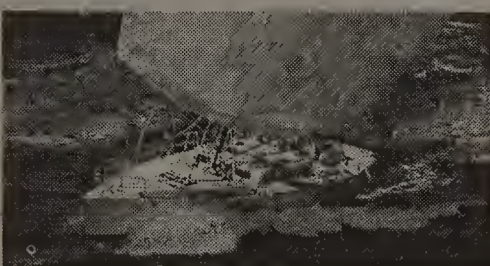
Andrews 70. First to finish boat, carbon mast, Yanmar diesel, GO FAST, excellent all around boat, reduced to \$599,000.



Santa Cruz 52 (NEW). Bill Lee design. #25 available in fall of 2000. The best racer/cruiser and custom finished to your specs.



Tanton 42. Best IOR to cruising conversion we have ever seen. Nice layout, new Yanmar, lots of equipment. Go fast cruising. \$65,000.



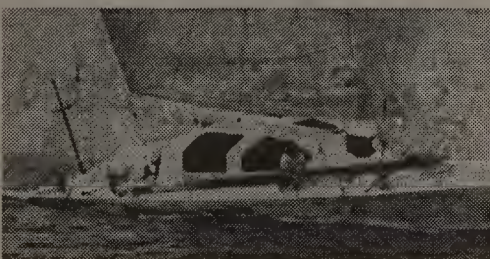
Merlin. Faster than ever. Tall turbo rig, canting keel, trailer. \$269,000.



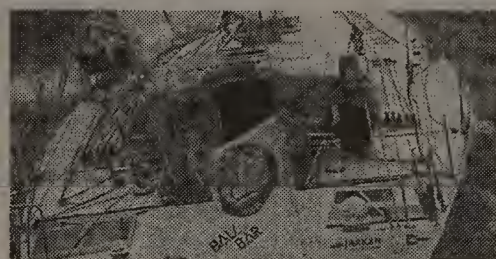
Mumm 30. Fast and sporty, carbon mast, no runners, excellent condition, Ockam instruments, Yanmar diesel, trailer. \$79,000.



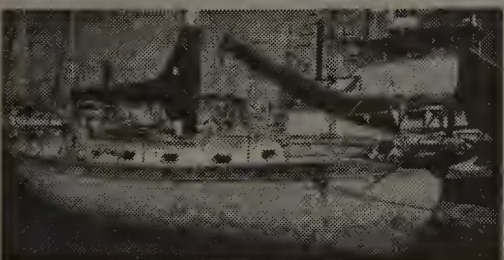
54' LOD Fishing Schooner. A modern classic with heavy-duty construction. Gardner diesel, fish hold. \$195,000.



BOC 50 '94. US built by Concordia Yachts, ready for single or double handed events, seriously offered at \$199,000.



BOC 50. David Lyons design, strong finisher in last Around Alone. New aluminum mast. Located in California. \$225,000.



Baba 35. Perkins diesel, dinghy on davits, inflatable with outboard, survival raft, cutter rig, GO CRUISING \$89,000.



Adhara 30. Excellent sails, trailer. Great MORC boat, trade for J/35. \$34,665.



Evans 30. Speedster from down under. Custom helmsman seat. Light and fast trailer. \$20,000.



Power Cat - 1996 Nordic Cat 33. Twin 427 Mercruisers. USCG certified for 12 passengers. 3-axle trailer \$65,000.



BOC 50. Recent Pinot design, epoxy/carbon, Yanmar sail drive, extensive electronics, '99 winner. \$350,000.

MORE SAIL

50' BOC, recent Pinot design \$350,000

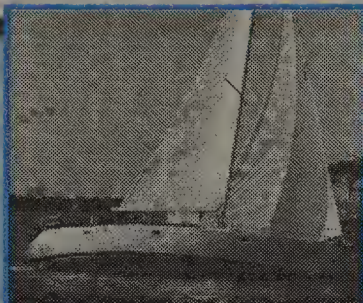
50' BOC, short hand - past winner 185,000

40' Fuji, S&S design, center cockpit ... 105,000

40' Tripp, great early IMS boat 99,000

MORE POWER

60' Pacemaker, 3 stateroom \$159,000



TWO BENETEAU 51s
'86... Asking \$215,000
'93... Asking \$259,000.

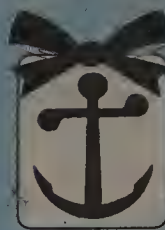
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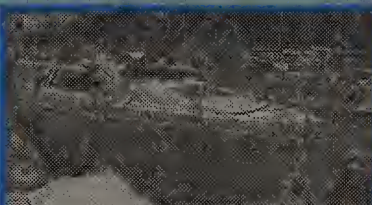
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44' KELLY PETERSON, '81. Built by Jock Kelly. Kobota 4.5kw genset. Hood Stoway main mast & roller. Furlgenoo. Exc. cond. Many improvements. \$118,000.



29' HUNTER 29.5s, '94 & '97. Great layouts w/ enclosed fore & aft staterooms. Roller furling. Lines led oft. Great Bay boots. \$47,000 & \$63,000.



32' MARINER, 1981
Full keel. Great construction. Perkins diesel with low hours. Immaculate. \$29,750.



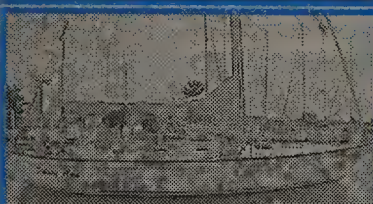
37' TAYANA MkII, '86. Owners oft enclosed stateroom. Beautifully equipped. Autopilot, radar, inflatable w/outboard. New upholstery. \$103,000.



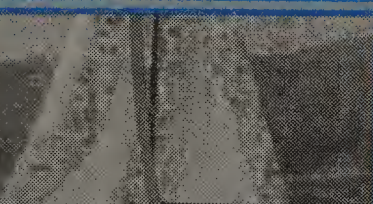
50' DEFEVER MOTORSAILER KETCH, '79. 185hp turbo cat with low hours. Great layout. This boat will take you anywhere. \$220,000.



36' PEARSON 365, 1977, CUTTER RIG.
New upholstery, new deck hotches. Westerbeke diesel. RF headsoil. Large ST primaries. \$50,000.



39' FREYA, '86. Equipped for cruising. Great soil inventory. Offshore roft. Hard dodger. Radar. Weatherfox. AP, SSB. Super clean. \$120,000.



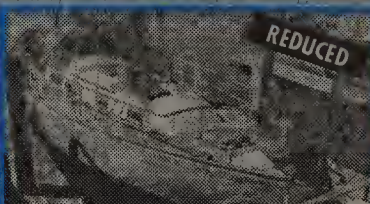
55' TAYANA, '85.
Three stateroom model. Never been in charter. Recent haulout & survey. Searching for her new owner. **Reduced to \$279,000.**

SELECTED CRUISING YACHTS									
SAIL									
55' TAYANA	'85	279,000	35' CORONADO	'73	37,500	26' CHEOY LEE	'63	8,000	
51' BENETEAU	'86	215,000	35' ALBERG	'65	34,900	26' CATALINA CAPRI ..	'90	18,500	
51' BENETEAU	'93	279,000	35' NIAGARA	'81	67,000	25' CATALINA	'78	11,600	
50' FORCE WOODIE ..	'69	80,000	35' ROBB	'63	45,000	25' CORONADO	'63	5,500	
50' DEFEVER MS	'79	220,000	35' HUNTER LEGEND ..	'90	68,500	POWER			
48' C&C LANDFALL ..	'80	163,900	35' BENETEAU	'89	79,500	60' BURGER	'58	252,000	
48' MAPLELEAF	'79	139,500	35' CHEOY LEE	'79	49,500	50' STEPHENS	'65	135,000	
47' OLYMPIC, SD	'78	145,000	34' ISLANDER	'77	29,500	50' FANTAIL	'07	40,000	
47' CUSTOM SLOOP ..	'98	108,000	33' APHRODITE	'85	27,500	48' CHRIS CRAFT	'50	129,000	
45' BOMBAY Explorer ..	'78	70,000	33' PETERSON	'35,000		43' STEPHENS	'29	74,900	
43' SPINDRIGHT	'81	127,000	33' CHEOY LEE	'75	34,500	42' KHA SHING FB	'84	140,000	
43' YOUNG SUN, SD ..	'84	165,000	32' SENATOR	'78	38,000	41' CHRIS CRAFT	129,000		
43' STEEL PH	'88	85,000	32' MARINER	'81	29,750	38' MEDITERRANEAN ..	'91	143,000	
42' GOLDEN WAVE	'81	115,000	32' FUJI	'78	40,000	38' CHRIS CRAFT	'67	39,500	
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40' GREBE WOODIE ..	'38	32,000	30' RAWSON	'65	18,000	32' GRAND BANKS	'66	33,900	
40' SLOOP WOODIE ..	'90	75,000	30' CAL 3-30	'74	20,000	30' TOLLYCRAFT	'72	26,000	
39' FREYA	'86	120,000	30' NEWPORT	'71	20,000	29' OWENS	'59	12,500	
38' TAHITI	'76	22,500	30' BRISTOL	'73	17,500	28' WELLCRAFT Exp ..	'85	31,900	
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37+ C&C	'90	128,000	30' WILLARD P/HOUSE	'74	44,500	23' BAYLINER	'86	13,900	
37' TAYANA	'86	103,000	30' CATALINA	'78	17,500	23' COBALT	'89	18,000	
37' FISHER	'77	104,000	29.5 HUNTER	3 from	47,000	21' ROAMER	13,500		
365 PEARSON	'77	50,000	29' CAL 9.2	2 from	22,500	20' CORRECT CRAFT ..	'77	13,500	
36' COLUMBIA	'70	30,900	29' RANGER, nice	'72	19,900	19' RX19 JET BOAT	'96	19,900	
36' CATALINA	'86	82,000	28' ISLANDER	'78	24,500	19' BOSTON WHALER ..	'89	13,900	
35' COLUMBIA	'79	59,500	28' TRADEWINDS	'67	24,500				
			27' ALBIN	'73	18,900				

*Located in San Diego



BENETEAU 35.5, '89. Exceptionally clean & well equipped, including a great soil inventory. Looking for new owner. \$79,000.



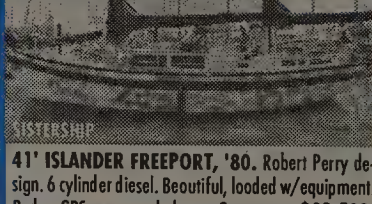
35' CHEOY LEE '79. Aluminum spars. Brand new main. Profurl. ST winches. Electric windlass. Great shape. \$49,500.



35' HUNTER 35.5, '90. Immaculate condition throughout. New dodger and canvas, great layout. AP, refig, Yanmar diesel. **MUST SEE! \$68,500.**



42' GOLDEN WAVE, '82. Robert Perry perf. e cruiser. Fin keel, skeg hung rudder. Perkins 4-108 w/only 492 hrs. Nice sail inventory. Harken roller furl. \$115,000.



41' ISLANDER FREEPORT, '80. Robert Perry design. 6 cylinder diesel. Beautiful, loaded w/equipment. Radar, GPS, newer upholstery. Gen., more. \$89,500.



48' C&C LANDFALL, 1980.
Three cabin layout. Engine completely rebuilt. Radar, GPS, outpilot, Onon genset. Vessel hoils out of San Diego. \$159,000.

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40' TRAWLER by TA CHIAO. Diesel, glass hull, two helms, full galleys, genset, more. Needs some work, but is a deal! Asking \$46,000.



50' STEPHENS flush deck hybrid dsl motoryacht. Outstanding Port Orford cedar over white oak w/teak decks & cabins, aft stateroom, loaded. \$135,000.



32' CONTESSA cruising sloop. Modified full keel, dsl, F/G. Main, jib, 165% & 135% genoas, more incl. cabin heater. A great Canadian-built boat. \$39,500.

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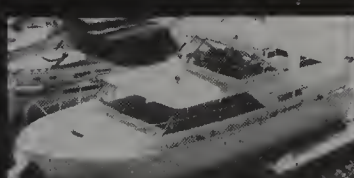
49' John G. ALDEN Ketch. Near new dsl, dbl reef main, mizzen, club, 90% & 110% jibs, spinnaker, mizzen spinnaker, mizzen stays'l. Wheel. Nice! \$56,500.



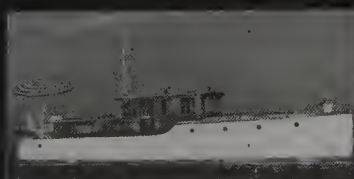
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41' CHRIS CRAFT Flush deck motoryacht. Enclosed bridge, aft cabin, twin 350s, 2 heads, shower, heaters, very comfortable, nicely appointed. Asking \$64,500.



43' STEPHENS. Classic cruiser. Very nice. P.O. cedar over oak, bronze fastened. Twins, H&C press w/shower. Dsl heater, fireplace, full boot cover & more. \$74,900.

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43' WITTHOLZ steel PH sloop, strong, excellent cond., dsl 85,000
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40' LOD Wm Garden Schooner, New! dsl, PH, more! 205,000
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36' CREALOCK/COLUMBIA, dsl, F/G, clean 26,500
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36' CHEYD LEE LION, teak, dsl 25,000
35' Alum. SCHOONER, gaff, dsl 36,500
34' ANGELMAN ketch, dsl 24,950
34' COLUMBIA MkII, dsl 21,000
34' ISLANDER, dsl, AP, GPS 29,500
33' NOR'WEST, FG, dsl, fixer 15,000
32.5 GLASLAW S.S.M racing sloop 12,800
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31' CHEYD LEE, Luders, dsl, sloop 48,000
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30' LOD ATKIN Bristol Channel Cutter, gaff, cedar/oak/bronze, dsl 27,600
30' BIRO sloop, rebuilt classic race 8,500
30' BALTIC masthead sloop, O/B 5,000
30' PACIFIC sloop, Saildrive 5,500
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30' STEPHENS, '37 classic, nice 18,500
27' REGAL Ambassador, '93, w/trailer, clean w/very little use 30,000
27' CHRIS Sed Skiff, VB, nice 12,500
26' CLIPPER CRAFT, '92, i/a, trailer, fish/work 24,500
26' TOLLYCRAFT, fg, clean 19,000
25' ALBIN trawler, diesel 24,750
24' MARIAH CUDDY, 1996, i/o 28,500
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46' CAL 2-46 ketch, diesel, center cockpit, dual steering stations, genset, outboard, heat, roller furling, great cruiser, equipped right, exceptional condition. 119,000.

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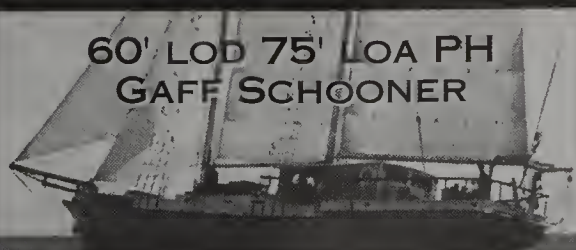


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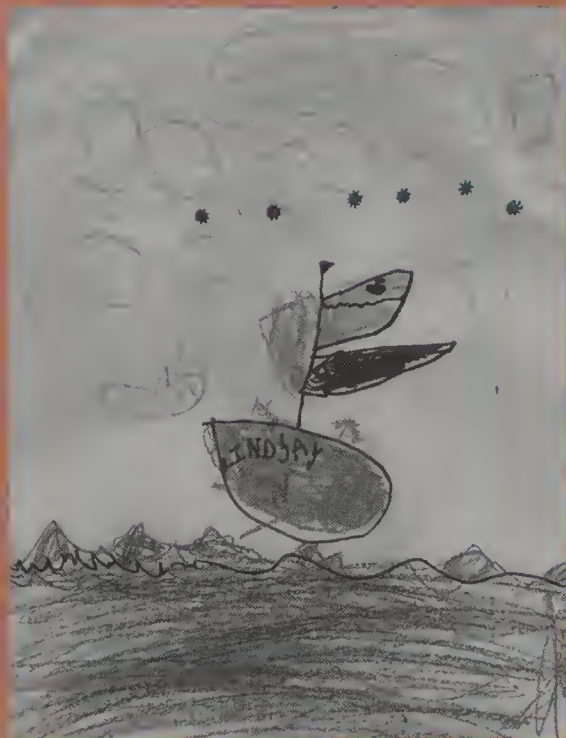
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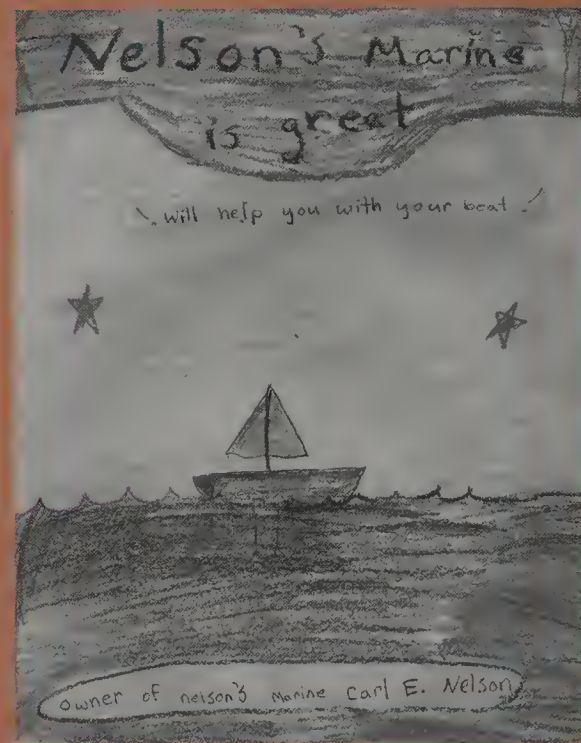
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